

# **Bexhill to Hastings Link Road**

## **Chapter 15B: Social and Community Effects**

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## **15B Social and Community Effects**

### **15B.1 Introduction**

15B.1.1 This Chapter describes the impacts of the Scheme on the local communities within Hastings and Bexhill and on the neighbouring rural communities. The assessment considers both urban and rural impacts. The assessment of community issues has considered the following topics:

- Impact of the Scheme on local pedestrian severance caused by traffic conditions;
- Impacts on accessibility to key employment areas, services and facilities;
- Demolition of private property and loss of land used by the Community;
- Effects on development land (unimplemented planning permissions and local plan allocations); and,
- The overall effects of individual impacts (noise, air quality, etc.) where there are multiple effects within a particular area.

15B.1.2 An analysis of the potential wider economic impacts and regeneration that would be facilitated by the Scheme for a Regeneration Area defined as Hastings and Bexhill has been carried out and is reported in the Regeneration Statement accompanying the Environmental Statement (ES) and planning application. Key outputs from the Regeneration Statement have been used to inform the assessment of social and community impacts.

15B.1.3 Traffic modelling forecasts have also been used to inform the assessments. Details of the traffic modelling are presented in the Traffic and Transport Report accompanying the ES and the planning application. A summary of the traffic modelling forecasts is presented in Chapter 6: Travel and Transport.

15B.1.4 Recreational impacts and effects on existing public rights of way (PROW) are presented in Chapter 15A: Effects on Pedestrians, Cyclists and Recreational Users. Impacts on agricultural holdings are assessed in Chapter 7: Agriculture and Forestry and cross-referenced where relevant in this Chapter.

### **15B.2 Description of the Study Area**

#### *Overview*

15B.2.1 Figure 15B.1 shows the study area for the social and community impact assessment, which includes the outlying rural communities of Crowhurst, Ninfield and Battle. The study area includes the whole Regeneration Area which is defined in the Regeneration Statement as the whole of Bexhill and Hastings. The assessment of demolition of private property and loss of land used by the community applies to direct impacts of the Scheme and therefore considers a specific area on and immediately adjacent to the Scheme alignment. The effects on development land consider the impacts of the Scheme on unimplemented

planning permissions and on development allocations in the Hastings Borough and Rother Local Plans. The extent of the assessment has considered the effects within an Area of Search relating to the Scheme which is defined in the Rother District Local Plan and is indicated on Figure 15B.1.

15B.2.2 The practicality of defining specific communities is complex. Communities can be defined based on different characteristics, for example, geographical, social, or economic. They can also be defined based on administrative boundaries, for example, by ward, district or parish. For ease of presentation of the results of the multiple effects of the Scheme on the community, the study area was divided into a number of 'Community Areas' as shown in Figure 15B.1. Hastings Borough Council and Rother District Council were consulted on how this could be suitably defined for presentation purposes and the following approach was agreed:

- To represent Hastings as four sub-areas identified as East Hastings, Central, North St Leonards and South St Leonards. Hastings has organised a system for mapping the town and service provision within Hastings and St Leonards is organised around four areas, each of which comprise four wards. The system is co-ordinated by the Council's Neighbourhood Renewal Team;
- To represent Bexhill as four sub-areas, identified as North, East, West and Central Bexhill and based on loosely defined communities of Pebsham, Sidley, the Town Centre, and Little Common; and,
- To present the rural areas by three sub-areas defined by the administrative civil parish boundaries of Battle, Crowhurst and Ninfield.

#### *Hastings and Bexhill*

15B.2.3 The population of Hastings Borough currently stands at some 85,000. The population of Rother is some 87,000. Rother is largely a rural district, with most of its area designated as an Area of Outstanding Natural Beauty (AONB). The main town is Bexhill which houses some 48% of the district's population and currently stands at nearly 42,000 (ESCC CACI Population Estimates 2006).

15B.2.4 Hastings is the most deprived community in the South East. The socio-economic conditions in Hastings are particularly acute; the IMD 2004<sup>1</sup> identifies super output areas (SOAs) in six of the town's wards in the 10% most deprived nationally, and a further five wards containing SOAs in the 20% most deprived nationally. There is also one ward, Sidley, in Bexhill that is disadvantaged and falls within the 20% most deprived nationally. These 'most deprived' areas are shown in Figure 15.1.

#### *Battle and Rural Parishes*

15B.2.5 Battle is a market town to the north of Bexhill and Hastings with a population some 6,000 (Census 2001). It is defined as a rural area<sup>2</sup>. Battle lies on the A2100 which runs through the town and the High Street. The town centre

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<sup>1</sup> Indices of Multiple Deprivation, 2004

<sup>2</sup> Countryside Agency's Ward Level Definition of Rural Areas

forms the historic core. Battle Conservation Area comprises the historic core around the High Street and the battlefield. However, traffic movements around and through Battle are channelled through the High Street. The Battle Local Area Transport Strategy (2005) states that volume of longer distance traffic using the A2100 (Battle High Street) conflicts with its roles as the town's prime tourist and shopping area.

15B.2.6 The rural parishes of Crowhurst and Ninfield lie within Rother District and entirely within the AONB. Crowhurst is located to the west of Queensway and the village lies more or less linearly along the unclassified road running through the village. Access to the village is only by unclassified roads. The village is served by Crowhurst railway station which is on the Hastings to London Charing Cross Line. Crowhurst has a recreation ground. There is a post office and a primary school in both Crowhurst and Ninfield.

15B.2.7 The village of Ninfield runs more or less linearly along the A269. The B2204 and B2095 which forms a route from Battle to the A259 west of Bexhill crosses through the village.

15B.2.8 There are also a number of smaller villages and hamlets in the Crowhurst and Ninfield parishes including:

- Hooe Common, part of which lies along the B2095;
- Catsfield, part of which lies along the B2095 between Battle and Ninfield;
- Henley's Down south-east of Catsfield at the junction of Church Road, Watermill Lane and the unclassified road to Crowhurst;
- Watermill south of Henley's Down on Watermill Lane; and,
- Green Street on Swainham Lane off Crowhurst Road between Crowhurst and Hastings.

### **15B.3 Method of Assessment**

#### *Overall Approach*

15B.3.1 The method of assessment is based on guidance as laid out in Transport Appraisal Guidance (WebTAG) 3.6.2 and within DMRB Volume 11 Section 3 Part 8: *Pedestrians, Cyclists, Equestrians and Community Effects* for the assessment of severance to pedestrians and other non-motorised users, and on DMRB Volume 11 Section 3 Part 6: *Land Use for assessment of effects on property and development land*. Outputs from the traffic model and from the Regeneration Statement have also been used to inform the assessment.

#### *Legal and Policy Framework*

15B.3.2 The key objectives and policies governing community and social effects of the Scheme are aimed at supporting access to jobs, services and decent, affordable housing. These policies underpin key themes aimed at

tackling deprivation at a local level, promoting local economies, social and well-being, and closing the gap between the most deprived neighbourhoods and the national or regional average. Improving accessibility to a wider range of amenities, jobs and business and other opportunities contributes to achieving these goals. Relevant policy documents (also set out in Chapter 5: Policy and Planning) include:

- *Sustainable Communities: People, Places and Prosperity*, January 2005;
- *Our Towns and Cities: The Future - Delivering an Urban Renaissance* (The Urban White Paper), 2000;
- Regional Planning Guidance for the South East (RPG9), March 2001;
- Regional Economic Strategy for the South East 2002-2012, July 2002;
- Draft Regional Spatial Strategy *A Clear Vision for the South East: The South East Plan*, March 2006 Draft Plan for submission to government;
- The Draft RES - *The Regional Economic Strategy*, November 2005;
- East Sussex and Brighton and Hove Structure Plan 1991-2011 (Adopted December 1999);
- Hastings Local Plan (April 2004); and,
- Rother District Local Plan (July 2006).

15B.3.3 The implications of the Scheme for social and community effects focus on its impact on the development strategy that Rother and Hastings local planning authorities established in their adopted Local Plans. This also includes the wider strategic objectives for the Bexhill/Hastings area in the context of the regional planning process. Hastings Local Plan contains several policies relating to community effects including community facilities, open space, tourism and sports and recreational facilities, including recognising the importance of tourism to Hastings and promoting the protection of open space. Rother District Local Plan sets out policies for community and recreational facilities and open space.

#### *Severance*

15B.3.4 Community Severance is an important aspect and is concerned with the role of roads as a 'barrier' between parts of a community, and the resulting distortion of journey patterns. WebTAG Unit 3.6.2 sets out guidance for the assessment of severance and it is concerned with users of non-motorised modes, especially pedestrians. Guidance on severance assessment is also contained within DMRB Volume 11 Section 3 Part 8 which deals with pedestrians, cyclists, equestrians and community effects. DMRB defines community severance as *"the separation of residents from facilities and services they use within their community caused by new or improved roads or by changes in traffic flows"*. The DMRB method also provides guidance on relief of severance. The method adopted for this assessment is based on DMRB.

15B.3.5 The assessment is conducted for the construction period and for the opening year. The impacts on severance during the construction period are based on the effects of construction traffic movement and on traffic

management measures described in the Chapter 3B: Construction Strategy. For the operational effects, the traffic forecasts for the Opening Year 2010 are used to assess the potential effects on pedestrian severance as a result of changes in traffic levels on existing roads with the Scheme in place compared with forecast traffic levels for 2010 without the Scheme.

#### *Effects on Accessibility*

15B.3.6 The assessment on social and community impacts has considered effects of the Scheme on access to key employment and other facilities in the community and issues on accessibility faced by key services, in this case, the emergency services. A consultation process with representatives of local community groups has been undertaken in the development of the assessment to identify key areas of local concern and the assessment has been framed to address these issues, where possible. Discussions were held with East Sussex County Council (ESCC), Hastings Borough Council and Rother District Council to identify a list of groups for consultation with respect to effects on the community assessment. This included the following groups:

- Resident Associations/Community Groups:
  - Wishing Tree Residents' Association (Hastings);
  - Greater Hollington Partnership (Hastings);
  - Hollington Residents' Association (Hastings);
  - West St Leonards Community Association (Hastings);
  - Sidley Community Association (Bexhill);
  - Bexhill Community Partnership;
  - Rother Voluntary Action/Rother Transport Action Group;
  - Sure Start, Bexhill;
  - Age Concern, Hastings;
  - Age Concern, East Sussex;
  - Dial-a-Ride, Hastings; and,
  - Bexhill Caring Community Dial-a-Ride.
- Councils:
  - Rother District Council;
  - Hastings Borough Council;
  - Crowhurst Parish Council;
  - The Crowhurst Society;
  - Catsfield Parish Council;
  - Battle Town Council.
- PCT Trust and Emergency Services:
  - East Sussex Hospital NHS Trust;
  - South East Coast Ambulance Service NHS Trust;
  - East Sussex Fire and Rescue Service; and,
  - Hastings District Police.

- Education:
  - ESCC Education Department (in respect of local authority controlled schools);
  - Battle Abbey Nursery and Preparatory School, Wrestwood Road, Bexhill (Independent);
  - Bexhill 6<sup>th</sup> Form College, Penland Road, Bexhill (Independent);
  - St Mary's Special School & College, Wrestwood Road, Bexhill (Independent); and,
  - Hastings College of Arts and Technology, St Leonards.

15B.3.7 Commercial developments are planned in Hastings and Bexhill which would offer employment opportunities. This includes Priory Quarter and Pelham Place in Hastings town centre, extensions to Ivyhouse Lane Industrial Estate on The Ridge and more commercial and industrial floorspace in north-west Hastings along Queensway. The proposed North East Bexhill Development would also include a Business Park. The assessment of access to these areas for residents of Bexhill and Hastings has been informed by the work undertaken for and reported in the Regeneration Statement.

15B.3.8 The Priory Quarter and Pelham Place developments would also provide education (University Centre), retail and leisure facilities for the community. The proposed North East Bexhill Development would also create a new community and provide access to new housing.

#### *Demolition of Private Property and Loss of Land Used by the Community*

15B.3.9 There are a number of private residential properties and local commercial premises in Bexhill that would be directly affected by the Scheme. The assessment is based on DMRB Volume 11 Section 3 Part 6: *Land Use* and identifies the properties which would need to be demolished for each of the following categories: residential, commercial, industrial and other properties at risk of demolition or land-take.

15B.3.10 Part of Bexhill High School which is an ESCC maintained school would be required for the Scheme. The impact on the school is also discussed in this section. There are a number of farms which would be impacted by the Scheme. The impacts on farms and farm viability are discussed in Chapter 7: Agriculture and Forestry. There are also two areas of land privately owned and used for private recreation. The impacts on this land are discussed in Chapter 15A: Effects on Pedestrians, Cyclists and Recreational Users.

15B.3.11 DMRB Volume 11 Section 3 Part 6: *Land Use* sets out the methodology for assessing the loss of land used by the community. The assessment relates to direct impacts on common land, town or village green, allotments, and public open space. The Scheme would not directly affect any common land, town or village green or allotments. There is however one area of public open space, Bexhill Down, which is an area of urban open space between Bexhill and Sidley west of the Belle Hill junction and lying on the north side of the A259. It is too far from the proposals to be significantly affected.

15B.3.12 The Scheme would require the former railway land. This is private land and not a designated Open Space. Although it is recognised that this area is used informally as open space and for recreational purposes, it is informal and on private land, and has therefore not been considered in the assessment.

#### *Effects on Development Land*

15B.3.13 DMRB Volume 11 Section 3 Part 6: *Land Use* sets out the methodology for assessing the effects on development land. This relates to the impact of the Scheme on unimplemented planning permissions and development allocations in the Rother and Hastings Local Plans.

15B.3.14 The impact of the Scheme on unimplemented planning permissions and on development allocations in the Rother and Hastings Local Plans has been carried out within an Area of Search as shown in Figure 15B.1.

#### *Overall Effects of the Scheme on the Community*

15B.3.15 Multiple impacts of the Scheme on the community have been drawn together to identify impacts on the environment which have direct links to the well being of the community. This has drawn on the assessments in other parts of the ES and includes noise, air quality, landscape and visual amenity.

15B.3.16 For the assessment, the impacts of traffic on the community are considered to be implicit in the assessments of severance, accessibility, noise, air quality, landscape and visual amenity. The findings are taken forward and summarised in Chapter 16: Combined and Cumulative Effects.

### **15B.4 Significance Criteria**

#### *Severance*

15B.4.1 Significance criteria for pedestrian severance have drawn on guidance in DMRB Volume 11 Section 3 Part 8 *Pedestrians, Cyclists Equestrians and Community Effects*. Table 15B.1 sets out the significance of severance impacts. New severance caused by increases in traffic levels is described on a three point scale: slight, moderate or large. Relief of severance as a result of reduction in traffic levels is also described using the terms slight, moderate or large. A negligible impact is defined as less than 10% change in traffic levels.

**Table 15B.1 Significance of Severance Impacts**

<b>Level of Relief from Severance/ Level of New Severance</b>	<b>Change in Walk Journey Pattern</b>
Negligible	Crossing a road which has a change in traffic levels of <10%; or, Length of walk journeys not materially changed.
Slight	Crossing a road which has a change in traffic levels of 10-30%; or, Length of walk journeys changed by up to 250m; or, Change in walk experience - for example, increased severance if a new bridge or subway traversed instead of a previous convenient at-grade crossing, or relief of severance if an at grade crossing is traversed instead of a previous bridge/subway.
Moderate	Crossing a road which has a change in traffic levels of 30-60%; or, Length of walk journeys changed by 250-500m; or, Change in walk experience - for example, increased severance if two new bridges or subways are traversed instead of two previous convenient at-grade crossings, or relief of severance if two at grade crossings are traversed instead of two previous bridges/subways.
Large	Crossing a road which has a change in traffic levels of >60%; or, Length of walk journeys changed by over 500m; or, Change in walk experience - for example, increased severance if three or more new bridges or subways are traversed instead of three previous convenient at-grade crossings, or relief of severance if three or more at grade crossings are traversed instead of three or more previous bridges/subways.

15B.4.2 Guidance does not apply to roads with an existing daily traffic flow of less than 8,000 vehicles, and the amount of traffic on parts of the existing road network, the rural road network in particular, are lower than this. The assessment has been applied to all routes on the road network within the Study Area where significant changes in traffic flows are forecast. The significance of the assessment has been considered in view of the current pedestrian activity and whether the assessment would have a potential material impact on the relief of existing severance of increasing severance conditions.

*Effects on Access to Employment, Facilities and Services*

15B.4.3 The guidance as laid out in WebTAG/DMRB does not provide advice on significance criteria for social inclusion effects on access to employment, facilities and services. In determining significance, the focus has been on impacts that are likely to have significant implications for the community as a whole, or for a discrete section of it, rather than for individuals.

15B.4.4 Significance criteria have been developed which is considered relevant to the impacts on journey times within the study area. Journey times have been used for the accessibility modelling and outputs of the AM peak hour assessment have been used to inform the assessment. It can be considered that a 5% or less change in journey time could reasonably be expected within normal variations in daily traffic. However a change in journey time of one or two minutes over say a 30 minute journey is unlikely to be considered materially significant. Therefore for this assessment journey time changes of less than 10% are considered negligible.

15B.4.5 The significance criteria are summarised in Table 15B.2. A similar gradation basis to the severance grading has been used. The criteria have been based on a seven point scale: large, moderate and slight beneficial, negligible, and large, moderate and slight adverse. A beneficial impact is defined as an enhancement of the local communities' accessibility to key facilities, services and amenity. This would be influenced by the improvement in journey times between residences and centres of employment, facilities and services. An adverse impact is defined as diminished accessibility to employment, facilities and services. This would be influenced by the increase in journey times between residents and centres of employment, facilities and services. A negligible impact is defined as no material change or where impacts balance.

**Table 15B.2 Significance of Effects on Accessibility to Employment, Facilities and Services**

<b>Impact Significance</b>	<b>Evaluation Criteria - % Change in Journey Time</b>
Large Beneficial	> 60% reduction in journey time
Moderate Beneficial	30 - 60 % reduction in journey time
Slight Beneficial	10 - 30 % reduction in journey time
Negligible	< 10% change in journey time
Slight Adverse	10 - 30 % increase in journey time
Moderate Adverse	30 - 60 % increase in journey time
Large Adverse	> 60% increase in journey time

*Demolition of Private Property*

15B.4.21 The significance of the impacts upon residential properties has been assessed using the following criteria in Table 15B.3.

**Table 15B.3 Significance of Direct Impacts on Private Property**

<b>Impact Significance</b>	<b>Evaluation Criteria</b>
Large Adverse	<p>Residential: Demolition of dwellings/acquisition of the whole of the properties has a material impact on the quality of life in the neighbourhood such that loss of housing that cannot be replaced in the locality.</p> <p>Non-Residential: Acquisition of the whole or a substantial portion of property and associated buildings, which may lead to closure of the business and material loss to the community which is not replaced in the locality.</p>
Moderate Adverse	<p>Residential: The land take/acquisition is sufficiently large so as to have a material effect on diminishing the quality of life in the neighbourhood, although some replacement can be made in the locality.</p> <p>Non-Residential: Acquisition is sufficiently large so as to result in increased management/operational difficulties for the business, or replacement site is in the locality.</p>
Slight Adverse	<p>Residential: Part of the curtilage is acquired, resulting in a material effect on the enjoyment of the residence, which would have a material effect on diminishing the quality of life in the neighbourhood, although replacement could be made in the locality.</p> <p>Non-Residential: A small portion of the property is acquired resulting in, at most, some slight management/operational difficulties for the business.</p>

*Effect on Development Land*

15B.4.22 The significance of the impacts upon development land, that is unimplemented planning permissions and on development allocations, has been assessed using the following criteria in Table 15B.4.

**Table 15B.4 Significance of Impacts on Development Land**

<b>Impact Significance</b>	<b>Evaluation Criteria</b>
Large Adverse	Land take is so great that the deemed consent on the development land cannot be implemented.
Moderate Adverse	The land take has material change so as to require need for a major variation in the planning consent or development framework.
Slight Adverse	The land acquisition has a material change so as to require a minor variation in the planning consent or development framework.
Negligible	The effects upon development land are not considered to have a material significance.
Slight Beneficial	The Scheme would have a material significance on enabling a small part of the development allocations in the development framework.
Moderate Beneficial	The Scheme would have a material significance on enabling a moderate part of the development allocation in the development framework.
Large Beneficial	The Scheme would have a material significance on enabling a large part of the development allocation in the development framework.

*Multiple Impacts of the Scheme on the Community*

15B.4.23 Significance for multiple impacts of the Scheme on community areas has been based on the balance of scores from the individual impacts assessed within the rest of the ES which could have an impact on the community. This includes traffic, noise, air quality, landscape, townscape and visual intrusion and impacts on farm holdings.

**15B.5 Description of Baseline Conditions and Consultation**

*Socio-Economic Conditions*

15B.5.1 Baseline socio-economic conditions are described in the Regeneration Statement and have been used to inform the baseline case for social and community effects. The socio-economic conditions in Hastings are particularly acute and the Government's Indices of Multiple Deprivation (IMD 2004) recognise Hastings as one of the most deprived areas in the South East. Hastings is the most deprived community in the South East and the 37th most deprived local authority in England, with SOAs in six of its 16 wards in the 10% most deprived nationally, and a further five wards with SOAs in the 20% most deprived nationally. Sidley in Bexhill is also disadvantaged containing SOAs in the worst 20% nationally.

With a population in Hastings of some 85,000 and in Bexhill of nearly 42,000, there are nearly 130,000 residents in the Regeneration Area defined as Hastings and Bexhill. However, only 50% of people living in Bexhill are of working age (16-64). The proportion of residents in Bexhill who are elderly is higher than the national average. Bexhill has nearly three times the national average of people over 75, with about 21% of the population in that category. The average age in Bexhill is 49, compared to a national average of 38. Rother as a whole has the second highest proportion of its population over 65 in the country and the largest proportion of its population over 85 of any local authority in the UK (Rother DC Economic Development Strategy 2004-2009).

15B.5.2 There are some 30,000 jobs based in Hastings and 25,000 in Rother (NOMIS 2005). The Census 2001 data showed that at the time, out of some 35,000 employed residents in Hastings some 30,000 were employed within Hastings and Rother districts. Some 25,000 people worked in Hastings and approximately 5,000 worked in Rother District. Of the 33,000 plus employed residents in Rother District, approximately 20,000 worked within Rother, and 5,000 in Hastings. A majority of residents therefore work locally. However, unemployment in Hastings stands at 3.9% and in Bexhill at 2.8% (NOMIS/ONS December 2006), which is significantly higher than the rest of East Sussex which stand at 2.1%, the South East at 1.6% and for UK at 2.5%.

15B.5.3 Within Hastings, there is a heavy reliance on service sector jobs which accounts for over 60% of all jobs. Within this, public sector (public administration, education and health) accounts for two thirds of all service sector jobs and one third is accounted for by the distribution, hotels and restaurants sector (NOMIS 2005). Some 13% of jobs are in manufacturing and construction. Tourism accounts for 7% of jobs. Only 11% of jobs are in financial services which is considerably lower than the regional average of 23%. Within Bexhill, service sector jobs account for 56% of employment. Some 10% of jobs are in manufacturing and construction, 15% in financial services and 11% in tourism.

15B.5.4 Average earnings for local residents are considerably lower than the South East and UK average by some 25-30%. Residents of the two towns have a higher proportion of unskilled workers than the rest of East Sussex and the South East. Skills are recognised as an issue for local residents of the Regeneration Area and could adversely affect the local population's ability to compete for jobs. The need for skills development in Hastings has been recognised within sub-regional and local policies and a number of initiatives and regeneration programmes are underway with objectives to contribute to an increase in a more highly qualified workforce. Key programmes including the Objective 2 Projects in Hastings, the Rother and Hastings Area Investment Framework, the Hastings Local Enterprise Growth Initiative (LEGI), the Greater Hollington Partnership Pathfinder Project, the Neighbourhood Renewal Fund and the projects being carried out by Sea Space for the Task Force's Five Point Plan (FPP) and Business Plan are identified in Chapter 2 of the Regeneration Statement. These projects are generally targeted on the most deprived wards, and accessibility to employment areas is implicit in the regeneration programmes.

15B.5.5 The FPP has been translated into a Business Plan that was approved by the DTI in November 2003. It provides for a £341million public/private

package of projects over 10 years to deliver 5,700 jobs and 100,000m<sup>2</sup> of new business and education space in Hastings and Bexhill. Early progress on the ground is starting to have an impact:

- Hastings town centre has its new University Centre, the two Creative Media Centre buildings and a new £9million railway station. Construction of the Lacuna Place office development is underway and work on the new main FE college will start this summer;
- Elsewhere, the Innovation Centre opened in 2006 and the Marina Pavillion revamp and conversion is underway. Restoration of the De La Warr Pavilion in Bexhill was completed in 2006 and land in the Ore Valley has been remediated and prepared for the Millennium Community development.

15B.5.6 Although it is noted that skills ability may affect competition for jobs created in north-east Bexhill, experience in Kent, where there is a lower skills base, suggests that investors still tend to employ staff from the local labour market. ESCC considers that similar patterns for local employment could be realised at north-east Bexhill. New jobs made available in Hastings and Rother could be filled by a possible 75% staff from the local workforce. Hastings will have a strong relationship with this major employment land, but this is in the most part reliant on improving access between Hastings and the North East Bexhill Development.

15B.5.7 Rother District's Economic Regeneration Strategy 2004-2009 states that poor infrastructure contributes to its economic problems. Hastings' Regeneration Strategy (Making Waves) identifies that local transport improvements are required to provide improved access to jobs and training. The Hastings Local Plan for Employment Land states that there is a significant greater demand for smaller business units in the area than supply. With existing employment land in Hastings Borough nearly all taken up, the most important new land release in the future within the local area would be at the North East Bexhill Development. With future employment land allocations in the local area largely focused in North East Bexhill, the Scheme would provide improved access to these jobs from Hastings.

15B.5.8 Consultation with businesses carried out for the Regeneration Statement (see Chapter 6 of the Regeneration Statement) has identified a view that congestion between Bexhill and Hastings is considered to have an impact on catchment areas for employees. There was a consensus that the current road infrastructure did not meet peak commuter requirements and that journey times during the peak periods were considerably greater than off-peak times. This was viewed to have an impact on employees, in higher fuel costs and frustration experienced with arguably impacts on productivity, and on employers in Hastings, by reducing the catchment area for employees to largely east of Bexhill. Some employees were viewed to have relocated from Bexhill to Hastings to overcome this problem. Some firms provided estimates of the impact on employment arising from improved road infrastructure with the North East Bexhill Development versus the status quo. This ranged from a productivity increase of around 1-2% to an increase in net employment of up to 20%. The downside included an estimate in excess of a 10% decline in employment if the Scheme did not happen.

15B.5.9 The Draft South East Plan has identified that between 2006 and 2026 Hastings should provide 4,200 more new dwellings and the Rother part of the Sussex Coast sub-region should provide 4,000 new homes. Part of the 4,000 homes includes the 1,100 to be provided at north-east Bexhill. The expected growth in the number of households in Hastings and Rother would increase the supply of the workforce, the number of potential new business start ups and transport usage. Although car ownership in Hastings is currently low in comparison with the South East (Census 2001), this is expected to increase with the planned economic regeneration for the area.

### *Traffic Conditions*

15B.5.10 Data collected as part of the traffic model development process has been used to assess the baseline traffic conditions in this section. Journey times were recorded during the weekdays of 20-26 April 2004 and during 12-15 December 2005 by driving specific routes a number of times during different time periods. Table 15B.5 sets out the journey times between Glyne Gap roundabout and Harley Shute Road junction including delays through these two junctions for the morning (AM), inter-peak (IP) and evening (PM) peak periods. The results show that journey times are up to five times longer in the peak periods compared to the off-peak periods. Whilst the average journey times are given, there is also great variation in journey times between individual runs. This is indicative of the variability in journey times resulting from traffic congestion.

**Table 15B.5 Recorded Journey Times along A259 Coast Road**

	<b>AM (0730- 0930)</b>	<b>IP (1000- 1600)</b>	<b>PM (1600- 1800)</b>
<b>A259 Glyne Gap from A2036 Hastings Road entry to Harley Shute</b>			
Average Total Journey Time (minutes)	11	4	11
Average Total Running Time (minutes)	6	3	6
Average Total Delay (minutes)	4	1	5
<b>A259 Glyne Gap from A259 De La Warr Road entry to Harley Shute</b>			
Average Total Journey Time (minutes)	17	4	19
Average Total Running Time (minutes)	10	4	10
Average Total Delay (minutes)	7	1	9
<b>A259 Harley Shute to Glyne Gap</b>			
Average Total Journey Time (minutes)	7	4	14
Average Total Running Time (minutes)	4	3	7
Average Total Delay (minutes)	3	1	7

*Notes:*

*Delay is defined as time spent queuing in stationery or slow moving traffic*

*Times are rounded to the nearest minute so may not add exactly*

15B.5.11 The journey time delays through Glyne Gap have been extracted as shown in Table 15B.6 below. The results show that delays are considerably higher during the AM and PM peaks, and can be as long as 18 minutes, although there is great variability in the delays measured during the different journey time runs within the same time period. Average delay through Glyne Gap can be up to two-thirds of the total average delay experienced in the journey from Glyne Gap to Harley Shute Road junction and indicates that Glyne Gap is a bottleneck on the A259 between the two towns.

**Table 15B.6 Delays through Glyne Gap Roundabout (2004)**

	<b>AM (0730- 0930)</b>	<b>IP (1000- 1600)</b>	<b>PM (1600- 1800)</b>
<b>Entry from A2036 Hastings Road</b>			
Total number of journey time runs carried out during the time period	13	20	13
Average delay (minutes)	2	<0.5	2
Maximum delay (minutes)	6	2	9
Number of runs with delays >1minute	10	1	5
Number of runs with delays >2minutes	8	0	2
Number of runs with delays >5minutes	1	0	1
<b>Entry from A259 De La Warr Road</b>			
Total number of journey time runs carried out during the time period	13	20	13
Average delay (minutes)	5	<0.5	6
Maximum delay (minutes)	12	2	18
Number of runs with delays >1minute	9	1	10
Number of runs with delays >2minutes	9	0	9
Number of runs with delays >5minutes	6	0	9
<b>Entry from A259 Bexhill Road</b>			
Total number of journey time runs carried out during the time period	26	40	26
Average delay (minutes)	1	<0.5	1
Maximum delay (minutes)	5	1	9
Number of runs with delays >1minute	3	3	5
Number of runs with delays >2minutes	1	0	3
Number of runs with delays >5minutes	1	0	1

Notes:

*Delay is defined as time spent queuing in stationery or slow moving traffic*

*Times are rounded to the nearest minute so may not add exactly*

15B.5.12 An unclassified road runs from Catsfield eastwards through the Parish, and through Crowhurst to join the B2092, Crowhurst Road at Upper Wilting. This is a well known rat-run used by people driving between areas to the west and the northern parts of Hastings and St Leonards.

15B.5.13 The rat-run traffic is particularly bad during the peak periods and discussions with the local Parish Councils have raised safety concerns from road traffic collisions along this stretch of rural road. From interrogation of the road side interview survey data collected in 2004, there is an evidence base that almost 50% of the traffic over the day is travelling between Bexhill and Hastings or to and from destinations beyond.

#### *Public Transport*

15B.5.14 Figure 15B.2 shows the major transport nodes and bus routes within the Study Area. Bexhill Railway Station provides the main transport node in Bexhill with buses stopping nearby. Similarly St Leonards Warrior Square Railway Station provides an interchange between train and a number of bus services.

15B.5.15 Hollington Tesco Superstore provides a focus and turning point for a number of bus routes. These bus routes do not serve the nearby Churchfields and Castleham Industrial Estates which are a 15 minute walk away. Conquest Hospital on The Ridge provides another focus for bus routes and there is a bus shelter and turning facility within the Hospital Grounds.

15B.5.16 The Conquest Hospital serves Hastings and Bexhill, and outlying areas including Battle and Rye. It is located on the northern edge of Hastings approximately 4km north of the centre of Hastings, 8.5km from the centre of Bexhill and 6.5km from Battle.

15B.5.17 Currently the Conquest Hospital is served by seven bus services as shown in Table 15B.7, most of which run by various routes from the centre of Hastings. Whilst there is a regular bus service to and from Hastings, buses serving the surrounding area are few. People in Bexhill have to change buses in Hastings town centre to and from the Conquest Hospital.

15B.5.18 As shown in Figure 15B.3, there is only one service each weekday in each direction which can take passengers directly between Bexhill and the Conquest Hospital. Some of the bus services serve areas beyond Hastings and St Leonards-on-Sea such as Rye, Guestling, Bexhill, Westfield, and Northiam.

**Table 15B.7 Bus Services to Conquest Hospital**

Service	Route	Frequency
23	Hastings - St Leonards - Harley Shute - Hollington - Hastings (Conquest Hospital)	every 60 mins Mon - Sat
26/26A*	Hastings (Conquest Hospital) - Hastings - Silverhill - St Leonards - Hastings - Hastings (Conquest Hospital)	every 20 mins Mon - Sat
28	Hastings - West Hill - Ore - St Helens - Hastings (Conquest Hospital)	every 60 mins Mon - Sun
99	Hooe - Sidley - Bexhill - Harley Shute - Hastings (Conquest Hospital)	3 journeys per day Mon - Fri
340	Hastings - Hastings (Conquest Hospital) - Sedlescombe Rd North - Westfield - Northiam - Tenterden	every 60 mins Mon - Sat
342	Hastings - Hastings (Conquest Hospital) - Westfield - Northiam - Tenterden	2 journeys per day Mon - Sat
395	Little Common - Bexhill - Ninfield – Battle- Hastings (Conquest Hospital)	every 60 mins Mon - Fri

Notes:

\* Hastings Circular Routes clockwise/anti-clockwise(A)

Information for routes 23, 26/A & 28 based on service timetable data correct from 29<sup>th</sup> October 2006, provided by Stagecoach

Information for routes 99, 340, 342 & 395 based on service timetable data correct from 30<sup>th</sup> October 2006 provided by East Sussex County Council

### Community Transport Services

15B.5.19 For those who qualify there are voluntary car services available to take them to and from The Conquest Hospital as follows:

- The Conquest Hospital Car Service is available for two visits per week by family members to in-patients at the Hospital. Arrangements for this have to be made through the relevant ward staff;
- The designated timetabled service provided by Battle Area Community Transport can divert to pick up passengers with mobility difficulties who live up to half a mile off -route; and,
- Dial-a-Ride and Voluntary Car Services are available in Bexhill, Hastings and Rye.

15B.5.20 Bexhill Caring Community (BCC) offers a range of services including: home visits; shopping and collecting pensions; organising outings; library; Dial-a-Ride; and a voluntary car service. Dial-a-Ride is also a door to

door transport service and is available to anyone over 18 living in the Bexhill area and unable to use conventional public transport. Journeys can be made for shopping, visiting friends, hospital visits, hairdressers, etc, within the local area. Dial-a-Ride Hastings provides a door-to-door wheelchair accessible transport service for people of all ages who find it difficult or impossible to use public transport. The service operates Monday to Friday within the Borough of Hastings and St Leonards. Dial-a-Ride Hastings carries out 16,000 client movements a year.

15B.5.21 Traffic congestion on A259 Bexhill Road was identified by community transport service providers as a problem. The Bexhill services run up to some 6 clients a day to the Conquest Hospital and they said that they have to allow up to one hour to get a client from Bexhill to Conquest Hospital for an appointment. The 'Ravenside Tesco run' suffers similarly from traffic delay on the A259.

15B.5.22 There are some sheltered housing units located along the seafront in St Leonards and Hastings and it is difficult to stop and pick up clients from these because of the amount of traffic and lack of parking. Accessible Dial-a-Ride vehicles require a considerable amount of space to accommodate the tail lift at the rear of the vehicles which often means that it has stop in the road obstructing traffic. Clients can often take a long time to get to and from the vehicle which can result in prolonged delay to traffic.

15B.5.23 Nursing homes in St Leonards and Hastings tend to be three quarters of mile or so from the seafront and they like to get their patients down to the seafront where they can walk along the level paved surface for fresh air, exercise and enjoyment. As with the sheltered housing drop-off and pick-up can be difficult because of the amount of traffic and of lack of parking.

15B.5.24 Battle Area Community Transport runs three round trips to the Conquest Hospital each weekday except Monday with an accessible 16-seater bus. The bus can divert to pick up passengers with mobility difficulties who live up to half a mile off the route. The service has carried up to 200 people a month to Conquest Hospital. This minibus also serves the villages around Battle and funding is provided by ESCC, the Rural Development Commission and Battle Town Council, with financial assistance from a number of smaller donors. There is no restriction on who can use this service.

#### *Bexhill and Conquest Hospitals*

15B.5.25 The area around the Scheme now comes under one Primary Care Trust (PCT) - the Hastings and Rother PCT - which was established on 1<sup>st</sup> October 2006 by the amalgamation of Bexhill and Rother PCT and Hastings and St Leonards PCT. The main hospitals in the Hastings and Rother PCT area are the Conquest Hospital on The Ridge in St Leonards and Bexhill Hospital on Holliers Hill in Bexhill. Both these hospitals are run by the East Sussex Hospitals NHS Trust together with the Eastbourne District General Hospital and a number of smaller specialised units.

15B.5.26 The Hospital Trust is a major employer for the area, employing 5,180 staff across the Trust, with 2,300 based at the Conquest site.

Consultants, nursing staff and managers travel largely by car to the Conquest and between the Conquest, Bexhill and Eastbourne hospital sites. In consultation with the hospital's Travel Plan Co-ordinator, their key transport issues included the current road traffic congestion and journey time reliability between their sites and the time spent in traffic congestion by their staff represents an appreciable loss of manpower. The hospital is keen to minimise staff travel by car both on inter-site journeys and journeys to work

15B.5.27 The hospital has 1,040 car parking spaces, of which 270 (26%) are for visitors, 743 (71%) are for staff, and a further 27 are for disabled people. These parking spaces are generally fully occupied. The Hospital viewed that the majority of visitors come by car. The visitors' car park is generally full and congested with cars queuing for spaces. A survey carried out by the NHS Trust in October 2004 showed that 89% of staff cars parking at the hospital only contained one person, whilst only 56% of visitors' cars had a single occupant. Peak flows were between 0730 and 0830 where some 600 cars entered the hospital car parks.

15B.5.28 In discussion with the NHS Trust, they would like to reduce the number of car journeys to the Hospital, both by visitors and staff. The NHS Trust has written a Healthy Transport Plan which sets out its aims and planned measures to improve the sustainability of journeys to and from the NHS trust facilities in the East Sussex area. One of its key aims is to make travel by private car to the hospital a less attractive proposition. Part of the tools employed to do this has been to impose a fee for staff parking permits. Whereas they had previously been free of charge, they will now cost £2.50 per week. Proposals are given within the Travel Plan to encourage car sharing. The Plan accepts that although the existing cycle facilities on the hospital site remain under utilised, the hospital location high on The Ridge is not conducive to encouraging people to access it by cycling. The nearest train station is three miles away from the site, and so the transport plan focuses on improving bus services to the Hospital. This it is doing by forming a local transport group to consider initiatives to increase the number of bus services and their frequency to the hospital in conjunction with other local transport users.

15B.5.29 Bexhill Hospital is run by Bexhill and Rother Primary Care Trust. It mainly operates an outpatient's service, although it does also have a Day Surgery unit. The hospital has a health centre onsite and a rehabilitation unit for elderly people. There is limited car parking on site which is not charged and people tend to park on local streets around the hospital.

15B.5.30 The Strategic Health Authority Area has been recently expanded to include Kent and Medway counties (as well as Surrey and Sussex). As part of these changes, there is a move to rationalise NHS services. The East Sussex NHS Trust is in the process of preparing options for consultation for service rationalisation. From discussion with the Trust, plans have not yet reached a formal consultation stage. Formal public consultation is due to take place in February 2007 and is expected to take three months.

15B.5.31 Changes to maternity services will be considered at the consultation stage, but the precise options are not available. The Trust advised that there is likely to be a proposal to amalgamate all maternity services at either

Eastbourne or the Conquest, and the final decision would depend on the public consultation.

15B.5.32 It is not certain whether changes to A&E services would be included in the forthcoming consultation and the Trust expressed that the most likely proposal would be a reduction in service at one location, for example, a move from the current 24 hour A&E services at both Eastbourne and the Conquest, to a 24 hour service at one location and a 12 hour service at the other. The Trust is conducting studies into these changes which are not expected to take place until autumn 2007.

15B.5.33 Although specific changes have not been decided or agreed, hospital provision is likely to change as the Trust advised that the current situation is unsustainable, and therefore patients would be required to change their current travel patterns. Changes would also depend on the proposed futures of other hospital services, which in turn would alter patient movement. Plans would effectively alter the current situation of two hospitals operating with their own catchments to one combined catchment area with hospital services spread over two locations.

### *Emergency Services*

15B.5.34 Since 1<sup>st</sup> July 2006 ambulances in East Sussex have been operated by the South East Coast Ambulance Service NHS Trust. This includes the operation of emergency ambulances with paramedics, rapid response vehicles and motor bikes, urgent GP referral service and the Patient Transport Service.

15B.5.35 The Ambulance Service currently operates from Ambulance Stations where the vehicles are stored in garages and there are facilities for the crews. The locations of these Ambulance Stations are shown in Figure 15B.4. Here the crews clean, prepare and restock their vehicles and stand-by for calls. However, in the future, the Ambulance Service will change from the present Ambulance Stations to Make-Ready Centres with Standby Centres. An ambulance will return after each shift to its Make Ready Centre where it will be cleaned, deep cleaned, maintained and restocked, as necessary, by dedicated staff, instead of the Ambulance crews who are currently doing this work. At the beginning of a shift a crew would then take a clean, restocked ambulance from a Make-Ready Centre to a strategically located Standby Centre which will have the basic rest facilities.

15B.5.36 The target emergency response time for an ambulance is 8 minutes - 6 minutes following 2 minutes for receiving instructions. Standby points will be established in areas which are further than 8 minutes from an Ambulance Station, where ambulances can be posted in readiness

15B.5.37 At the time of writing the locations for Standby Centres and Make Ready Centres had not yet been finalised. When the Ambulance service moves towards Make-Ready Centres, they have suggested that a site close to the Scheme would be ideal to serve the wider area around Hastings and Bexhill. A Stand-By Centre would be located there as well.

15B.5.38 The major traffic problem facing the Ambulance Service in the Bexhill/Hastings area is the traffic congestion and delays on the A259 between the two towns. In consultation with SEC Ambulance Service NHS Trust, they indicated that it is not always possible, due to the traffic congestion to achieve an 8-minute response time when an ambulance is called from Hastings to attend an emergency in Bexhill or vice versa because it has to go via the A259. The St John Ambulance in Bexhill can provide a Co-Responder Service to help ensure an 8-minute response time. Furthermore, ambulances returning from emergencies and those on Patient Transport Services (PTS) are also often delayed on the A259, tying up manpower and vehicle resources. The transport of patients from Bexhill to The Conquest could also be potentially delayed by the congestion along the A259, increasing the running time to hospital and causing delay to the patient receiving definitive care.

15B.5.39 The East Sussex Fire and Rescue Service have four stations in the Bexhill/Hastings area: at Bohemia Road and The Ridge in Hastings; at Beeching Road in Bexhill and at London Road in Battle. These stations are shown on Figure 15B.4. Target response times for the Fire and Rescue Service are 9 minutes and 13 minutes: 50% of emergencies should be reached by the first appliance within 8 minutes and 90% within 13 minutes.

15B.5.40 The selection of fire stations to mobilise appliances to an emergency is based on predetermined response times to the location. Predetermined response times are computed using OS TNL layers and legal speed limits. Modelled travel times are compared with observed emergency travel times and the response times corrected manually.

15B.5.41 The main traffic problem faced by the Fire and Rescue Service in the Bexhill/Hastings area is the traffic congestion on the A259 between the two towns. There are occasions when all available appliances at a Fire Station are out and appliances have to be called from neighbouring stations. Should this result in attending to an emergency in Hastings from Bexhill or vice versa then it would not be possible to arrive within the target response time.

15B.5.42 Fire and Rescue Appliances and other vehicles when not on stand-by are used for checking fire hydrants and premises etc. The considerable delay to these vehicles in the present traffic congestion represents an appreciable manpower and vehicle cost. Appliances returning from emergencies are also subject to traffic delay impacting on manpower and vehicle cost. While vehicles are returning to the Station stand-by crews have to remain on duty.

#### Educational Facilities

15B.5.43 Figure 15B.5 shows the Community Primary and Secondary Schools and Special Schools, some of which are church aided, and the independent schools in the Study Area. These schools are listed in Tables 15B.8 to 15B.10 below.

**Table 15B.8 Community/Church Aided Primary Schools**

<b>Community Area</b>	<b>Map Ref</b>	<b>Community/ Church Aided Primary School</b>	<b>Age</b>
<b>Hastings and St Leonards</b>	<b>24</b>	Churchwood Community Primary School, Church-in-the-Wood Lane, St Leonards, TN38 9DB	<b>4 – 11</b>
	<b>34</b>	St Marys Star of the Sea School, Magdalen Road, St Leonards TN37 6EU	<b>4 – 11</b>
	<b>33</b>	Christ Church C of E Primary School, Woodland Vale road, St Leonards TN37 6JJ	<b>3 – 11</b>
	<b>35</b>	St Pauls School, Horntyte Road, St Leonards TN37 6RT	<b>4 – 10</b>
	<b>40</b>	Blacklands Primary School, Osborne Close, Hastings TN34 2 HU	<b>4 – 11</b>
	<b>41</b>	Elphinstone Junior School, Parker road, Hastings TN34 3TH	<b>3 – 11</b>
	<b>43</b>	Castledown Community Primary School, Priory road, Hastings TN34 3QT	<b>3 – 11</b>
	<b>45</b>	Sacred Heart RC Primary School, Old London Road, Hastings TN35 5NA	<b>4 – 11</b>
	<b>47</b>	All Saints Primary and Junior School, Githa Road, Hastings TN35 5JU	<b>7 – 11</b>
	<b>48</b>	Sandown Primary School, the Ridge, Hastings, TN34 2AA	<b>4 – 11</b>
	<b>49</b>	Red Lake Community Primary School, Rye Road, Hastings, TN35 5DB	<b>3 – 11</b>
	<b>51</b>	Dudley Infant School, Harold Road, Hastings TN35 5NJ	<b>4 – 11</b>
	<b>52</b>	Silverdale Primary School, Perth Road, St Leonards TN37 7EA	<b>4 – 11</b>
	<b>32</b>	Barton School, Sedlescombe Road South, St Leonards TN38 0TJ	<b>Nursery</b>
	<b>31</b>	Hollington Primary School, Hollington Old Lane St Leonards TN38 9DS	<b>3.5 - 11</b>
<b>36</b>	Little Ridge Community Primary School, Little Ridge Avenue, St Leonards TN37 7LR	<b>4 – 11</b>	

<b>Community Area</b>	<b>Map Ref</b>	<b>Community/ Church Aided Primary School</b>	<b>Age</b>
	<b>23</b>	Robsack Wood Community Primary School, Whatlington Way, Hastings TN38 9RB	<b>4 – 11</b>
	<b>28</b>	St Leonards C of E Primary School, Collinswood Drive, St Leonards TN38 0EB	<b>4 – 11</b>
	<b>25</b>	West St Leonards Community Primary School, Harley Shute Road, St Leonards TN38 8BX	<b>4 – 11</b>
<b>Bexhill</b>	<b>15</b>	All Saints C of E Primary School, All Saints Lane, Sidley TN38 5HA	<b>4 – 11</b>
	<b>12</b>	Chantry Common Primary School, Barrack Road, Bexhill TN40 2AT	<b>4 – 11</b>
	<b>9</b>	King Offa Primary School, Down Road, Bexhill TN39 4HS	<b>4 – 11</b>
	<b>20</b>	Pebsham Community Primary School, Hastings Road, Bexhill TN40 2PU	<b>4 – 11</b>
	<b>19</b>	St Mary Magdalene's Catholic Primary School, Hastings Road, Bexhill TN40 2ND	<b>4 – 11</b>
	<b>13</b>	Amberley Nursery School, Buckhurst Road, Bexhill TN40 1QF	<b>1 – 4 / 5</b>
	<b>14</b>	St Peter and St Paul C of E Primary School Buckhurst Rd Bexhill, TN40 1QE	<b>5 – 11</b>
	<b>7</b>	Little Common Primary School, Shepherds Close, Bexhill TN39 4SQ	<b>4 – 11</b>
	<b>11</b>	Sidley Community School, Buxton Drive, Bexhill TN39 4BD	<b>4 – 11</b>
<b>Crowhurst</b>	<b>6</b>	Crowhurst C of E Primary School	<b>4 – 11</b>
<b>Battle</b>	<b>4</b>	Battle and Langton C of E Primary School	<b>4 – 11</b>
<b>Catsfield</b>	<b>2</b>	Catsfield C of E Primary School	<b>4 – 11</b>
<b>Ninfield and Hooe Common</b>	<b>1</b>	Ninfield C of E Primary School	<b>4 – 11</b>

**Table 15B.9 Local Authority/Church Aided Secondary Schools**

<b>Community Area</b>	<b>Map Ref No.</b>	<b>Secondary School</b>
<b>Bexhill</b>	<b>18</b>	St Richard's Catholic College, Ashdown Road, Bexhill, TN40 1SE
	<b>10, 8</b>	Bexhill High School, Down Road, Bexhill, TN39 4HT and Gunters Lane, Bexhill, TN39 4ED
<b>Battle</b>	<b>53</b>	Claverham Community College, North Trade Road, Battle, TN33 0HT
<b>Hastings</b>	<b>39</b>	William Parker Upper School, Parkstone Road, Hastings TN34 2NT
	<b>38 &amp; 42</b>	Helenswood Lower and Upper School The Ridge Hastings TN37 7PS
	<b>50</b>	Hillcrest Secondary School, Rye Road, Hastings TN35 5DN
	<b>27</b>	Filsham Valley School, Edinburgh Road, St Leonards, TN38 8DA
	<b>54</b>	The Grove, Darwell Close off Harley Shute Road, St Leonards TN38 9JP

**Table 15B.10 Community Special Schools**

<b>Community Special School</b>	<b>Map Ref No.</b>	<b>School Specialism</b>	<b>Age</b>
Glyne Gap School, Hastings Road, Bexhill-on-Sea, TN40 2PU	<b>3</b>	ASD, PMLD, SLD	2 - 19
New Horizons, Beauchamp Road, St Leonards-on-Sea TN38 9JU	<b>6</b>	BESD	7 - 16
Saxon Mount School, Edinburgh Road, St Leonards-on-Sea TN38 8DA	<b>35</b>	ASD, MLD, SLCN	11 - 16
Torfield School, Croft Road, Hastings TN34 3JT	<b>57</b>	ASD, MLD, SLCN	4 – 11

Notes:

BESD: *Behavioural, emotional and social difficulties*MLD: *Moderate learning difficulties*SLD: *Severe learning difficulties*ASD: *Autistic spectrum disorder*PMLD: *Profound and multiple learning disorder*SLCN: *Speech, language and communication needs*

15B.5.44 There are currently some 9,500 children of primary school age (July 2006) attending schools in Bexhill, Hastings & St Leonards, Ninfield, Catsfield and Crowhurst. These schools have a capacity of 9,845 places (leaving a spare capacity of 345 spaces). Trends show that the numbers of children in the study area of primary school age will begin to fall significantly in the near future, leaving more spare capacity in the primary schools. From the autumn term of 2006, ESCC will conduct a review of primary school places, starting with those within Hastings and St Leonards, and focusing upon managing the decline in primary school numbers.

15B.5.45 There are currently some 7,380 11-16 year old students in the Hastings and St Leonards and Bexhill areas (July 2006), and schools' capacity is placed at 7,616 places. There are 462 students within the Hastings and St Leonards and Bexhill areas attending 6th form college in one of the 5 colleges that offer this.

15B.5.46 ESCC has been invited to take part in the Building Schools for the Future (BSF) *One School Pathfinder* programme. This programme offers to fund the complete or partial rebuild of one secondary school in the county by a revised date of September 2010. Schools are judged against a set of criteria. ESCC Cabinet agreed to put forward a bid for Bexhill High School for capital investment through the BSF programme which has now been given the green light by the Department for Education & Skills (DfES). BHS currently operates on two sites, with the main school at 'The Down' and the lower school at 'Gunters Lane'. It is intended to build a new school to accommodate all years on the Gunters Lane site and use part of 'The Down' site for a 14-19 Skills Centre, with the remainder of that site becoming surplus to educational requirements.

15B.5.47 In Hastings and Rother, the Sixth forms at Filsham Valley School, The Grove School, and Hillcrest School as well as Thomas Peacocke Community College in Rye, will close after the September 2007 intake and post-16 provision will be delivered in future by Hastings College of Art and Technology (HCAT), Hastings New College (HNC), William Parker School and Helenswood School.

15B.5.48 The North East Bexhill Development Masterplan proposes a potential future primary school to serve the population of the new housing development. However this is not a certainty and the need for a school at this location will be studied as part of the overall primary school review to be conducted by ESCC.

15B.5.49 Primary school children are entitled to attend Primary Schools in the Community Area in which they live. It is understood that primary school age children generally attend the schools within their own community area and are unlikely to have to travel outside this area to school. The primary school in Battle is within the town area, and children are more likely to walk to school within the town. Children living within Catsfield, Ninfield and Crowhurst are also likely to walk to primary school, although children living in other parts of the rural areas are more likely to travel to and from school by car or school bus.

15B.5.50 From consultation, there are some local severance issues at some locations for primary school children:

- Children living in Bulverhythe and walking to their local primary school, which would be West St Leonards Community Primary School on Harley Shute Road, need to negotiate the heavy traffic along the A259. There is a pelican crossing although there is no formal crossing supervision provided during school times.
- The A259 through Bexhill is busy during peak periods, particularly De La Warr Road in Bexhill. King Offa Primary School, Chantry Community Primary School and Pebsham Community Primary School are all located close to this road and children walking to and from these schools within this area encounter heavy traffic. There are a number of zebra and pelican crossings that can be used.
- The Grove School has expressed a concern for the safety of pupils accessing the school from the Robsack and the Mayfield Estates via Crowhurst Road near the Wishing Tree Reservoir. Pupils cross the road where traffic is generally fast and there is currently no crossing facility in this location. Over 60% of the students walk to School. One third live in Hollington (School's Travel Plan 2005).

15B.5.51 A number of Independent Schools are located in the Study Area: Battle Abbey Nursery and Preparatory School (17), Claremont Preparatory School (56), Bexhill College (57), and St Mary's Special School & College (16), which are located between Pebsham and Sidley; and Battle Abbey Secondary School (5) in Battle.

15B.5.52 Battle Abbey Nursery and Preparatory School takes 100 children aged two-and-a-half to 11. The school is on the section of Hastings Road, which runs into a cul-de-sac, and carries very little traffic. However, access to this section of Hastings Road is from the A2036 Hastings Road/Wrestwood Road which carries a considerable amount of traffic at the present time. The children attending the school are mostly from Bexhill, Battle and Ninfield, and only a few are from St Leonards and Hastings.

15B.5.53 Most of the staff live in Bexhill, St Leonards and Hastings. Most of the students and teachers travel by car to and from school. There are pelican crossings staffed by school crossing patrols at peak times on the junctions between Penhard Road and A2036 Westwood Road.

15B.5.54 Bexhill College is an independent Sixth Form College and since September 2004, is located in Penland Road, close to Hastings Road. Students traditionally come from four partner 11-16 schools: Bexhill High School; St Richards Catholic College; Claverham Community College; and Robertsbridge Community College. However, there is an increasing intake of the students from other schools in the surrounding area, including from Hastings and St Leonards and as far out as Eastbourne, Rye and the Kent borders. There are some 1,400 students and 150 staff currently. The College is open from 7:00am to 6:30pm with the core teaching time being 9:00am to 4:30pm.

15B.5.55 St Mary's Special School & College is a DfES approved non-maintained special school to meet the complex needs of young people aged 7-19. The school has 130 students at the present time but can take up to 140. Only 15 are day pupils and the rest are boarders. The School Trust employs some 250 teaching, care, facility and estate staff, and some 30 therapists. There is a medical team on site and children go to Bexhill and Conquest Hospitals. However, the difficulties for children travelling to Conquest Hospital, as this can only really be achieved by private mode, have resulted in consultants attending the school to see children.

15B.5.56 St Mary's promotes an Independent Travel Scheme to enable students to develop their skills for independent travel. However, the school is concerned that their scheme is compromised because of the difficulty in developing a safe on-road learning climate. In addition, the school's swimming pool is a community facility used by other schools and organisations within the local area. Many of these groups of children walk to the site and have to cross the road which they do at the informal crossing point.

15B.5.57 The School is concerned about the volume and speed of traffic on A2036 Wrestwood Road passing by the school. Traffic is particularly heavy at school travel times. The pavement is on the opposite side of the road from the school so everybody walking to or from St Mary's must cross Wrestwood Road. A traffic island was installed to facilitate crossing, but there is no formal pedestrian crossing facility. Furthermore, the school is concerned that bus services past the School are poor and infrequent which also prejudices the work of the Independent Travel Scheme.

15B.5.58 The area across the road from St Mary's is designated for the proposed North East Bexhill Development and the school has expressed a concern about the further impact on A2036 Wrestwood Road from the development. Part of this land is designated for a community facility and the school is proposing to build a community theatre there, and are currently carrying out fundraising for their proposed scheme. Students would regularly travel across A2036 Wrestwood Road to the theatre when it is built.

15B.5.59 Hastings College of Arts and Technology caters for post 16 year olds. Its main campus overlooks the sea in St Leonards, off Archery Road. It also has an International and Business Development campus situated nearby off Filsham Road. The Hastings & Rother College Project plans to relocate the college to two new sites in Hastings, with construction due to be completed during 2009. The larger site will be at Station Plaza which will house the main college buildings, flats and primary care. A second site off Parker Road in the Ore Valley which will comprise a business, technology and engineering centre.

#### *Local Shops and Community Facilities*

15B.5.60 The Hastings Local Plan sets out the Shopping Centre hierarchy for the town and its shopping strategy. A list of local shopping areas was obtained from Rother District Council. The role of centres in Hastings and Bexhill are listed in Table 15B.11 and the locations are shown in Figure 15B.6. Of particular relevance to this Scheme are West St Leonards, Bexhill Road, Sidley High Street, and Ravenside Retail and Leisure Park at Glyne Gap.

**Table 15B.11 Shopping Centres in the Study Area**

<b>Location</b>	<b>Role</b>
<b>Hastings</b>	
Hastings Town Centre	Sub-regional Centre
St Leonards (including Marine Court)	District/ Speciality Centre
Old Town	Speciality/ Local Centre
Silverhill	District Centre
Ore	District Centre
Bohemia	Local/ Speciality Centre
West St Leonards (Bexhill Road)	Local Centre
Battle Road	Local Centre
Mount Pleasant	Local Centre
Mount Road	Local Centre
<b>Bexhill</b>	
Bexhill Town Centre	Town Centre
Ravenside Retail and Leisure Park	Out of Centre Retail Park
Sidley	District Centre
Little Common	District Centre
London Road	Local/Speciality Centre
<b>Battle and Rural Areas</b>	
Battle	Town Centre

15B.5.61 It is possible to walk along the traffic free Bexhill seafront and along footpaths as far as Ravenside and from West Marina along the traffic free Hastings seafront as far as The Old Town. A traffic free cycle path is provided along the Bexhill coastline between Galley Hill and Glyne Gap and along the traffic free Hastings seafront from West Marina to the Old Town.

15B.5.62 The West St Leonards Local Centre is on the A259 Bexhill Road which carries high volumes of traffic and is congested for much of the time. The shops, take-aways and cafes serve a local mixed residential and employment area which is within walking distance. From consultation with representatives of the West St Leonard's Community Association who run the

Centre, people living or working in West St Leonards are particularly concerned about the high level of traffic and traffic congestion on the A259 Bexhill Road and the air pollution and noise caused by it. The A259 is deemed to cause severance.

15B.5.63 The Sidley shops are on Ninfield Road (A269). The shopping area is very congested with traffic particularly in the evening and provision is poor for service deliveries to the local shops and businesses. There are two Puffin pedestrian crossings in the high street. In discussion with Sidley Community Association, they considered that the traffic did not cause community severance as the Puffin pedestrian crossings served the community well.

15B.5.64 Sidley Community Centre, the Parish Church, Sidley surgery (which caters for over 15,000 patients), All Saints C of E primary school and Sidley Community primary school are located close to the A269 Ninfield Road. The Sidley Community Centre is very active with a Family Service Department, a Young People's Centre, the Rainbow Childcare Centre, a UK Online Centre, a Learning Link and the Sidley Friendship Group offering services to the upper age group. The Family Service Department and The Rainbow Childcare Centre are funded by Sure Start Bexhill and Sidley and the County Council and by fees paid by parents. The Family Service Department offers a range of support and activities for families with children up to 11 years of age. The Childcare Centre provides for up to 30 children aged 0-5 years.

15B.5.65 The Community Association considered that the A269 did not cause community severance at present. However, it is possible that the new community at North East Bexhill Development would be integrated with the Sidley community and share services.

15B.5.66 The Ravenside Retail and Leisure Park is located at Glyne Gap to the east of Bexhill Town Centre and has a floor area of some 23,000m<sup>2</sup> over 16 units with 880 car parking spaces. It has a food superstore, fast food restaurant, ten-pin bowling alley, and a Leisure Pool. The main tenants are Homebase, Currys, PC World, Tesco, Boots, Iceland and Comet.

15B.5.67 The site is not well served by public transport. There is an infrequent bus service (once every half hour Mon-Sat, once every hour Sun) to Bexhill town centre, and no nearby train station. The site is also too far from Bexhill town centre for any pedestrians to make linked trips and there are no cycle lanes along the route. Whilst peak times for the Retail and Leisure Park are likely to be during the weekend rather than the weekday, there is concern that the access from the Glyne Gap roundabout is inadequate and traffic accessing the Retail Park can block back into the roundabout; this contributes to the traffic delay on the A259 between Bexhill and St Leonards.

15B.5.68 The Greater Hollington Partnership covers the Hollington and Wishing Tree area of St Leonards. The Partnership's walk-in centre is located alongside neighbourhood shops on Blackman Avenue. Officers of The Greater Hollington Partnership expressed concern that children from Churchwood Primary School cross Crowhurst Road near the Wishing Tree Reservoir, where there is no pedestrian crossing facility, to reach a track which takes them to The Grove School. They also considered that heavy goods vehicles (HGVs) from the A21 often use Queensway, Crowhurst Road and Gilsman's Hill to get into the town.

## 15B.6 Construction Impacts

### *Introduction*

15B.6.1 The construction impacts on the community have been based on the construction strategy described in Chapter 3B. The impacts on the community have considered temporary changes in temporary severance and accessibility. The temporary severance impacts on footpath networks are discussed in Chapter 15A: Effects on Pedestrians, Cyclists and Recreational Users. Where the Scheme results in permanent changes in accessibility and severance, these are detailed in the following section detailing Operational Impacts. This includes impacts on private property and effects on development land.

### *Severance*

15B.6.2 The basis for estimating severance during construction has been a comparison of the estimated amount of construction traffic and its assumed distribution on the road network with the forecast traffic for 2010 Do Minimum Annual Average Daily Traffic (AADT) traffic forecasts. Whilst construction is expected to start in 2008 and finish in 2010, it is accepted that the 2010 forecasts are for the end of the construction period and at the beginning of the construction period traffic levels on the road network is likely to be slightly lower. Nevertheless, the volume of construction traffic is very low compared with the traffic flows using the network and would not exceed 10% of the daily traffic flows, the threshold for significance.

15B.6.3 The new road alignment is planned to progress in summer/autumn 2009. Pedestrian crossing facilities at the Bexhill end of the Scheme would be maintained throughout the junction construction period. As there would be an overall permanent effect with the Scheme, the severance effects are considered under the permanent operational effects of the Scheme.

15B.6.4 The junction of the rural part of Crowhurst Road with Queensway would be closed during the construction period to all vehicular traffic except for residents access. Access for pedestrians and cyclists to Crowhurst Road from Queensway would be permitted. There are a few locations which would affect pedestrian movement due to temporary diversions and temporary road closures. These are in the vicinity of:

- Western compound access road - Chapel Path and Bancroft Road Footways;
- Woodsgate Park bridge; and,
- Ninfield Road bridge.

15B.6.5 A temporary access off A269 London Road at the point that the new London Road junction would be built, would be constructed to take works traffic into the site. The existing footways at Chapel Path and Bancroft Road would be diverted temporarily away from the site. The diversion is estimated to take effect at the outset of the construction period in autumn 2008 and be in place for the entire construction period. As Chapel Path and Bancroft Road

footways would be closed with the Scheme and replaced by a new underpass, the severance effects are considered under the permanent operational effects of the Scheme.

15B.6.6 Works are planned from autumn 2008 to spring 2009 to demolish and replace Woodsgate Park Road Bridge. Discussion has been held with ESCC to understand what temporary provision is likely to be made during these closures. Pedestrians and cyclists are likely to be required to divert to the Chapel Path/Bancroft Road diversion or seek alternative routes. It is possible that students from east of London Road walking or cycling to Bexhill High School and Bexhill College could be affected. Length of walk journeys could increase by about 200m and the impact is therefore negligible.

15B.6.7 With the closure of Ninfield Road Bridge, the Construction Strategy states that during off-peak closures (Friday evenings to Monday mornings) the two footways across the bridge would be closed and pedestrians diverted either via Woodsgate Park Bridge or via a temporary pedestrian footbridge. ESCC has confirmed that they would seek for a temporary footway to be provided alongside the existing Ninfield Road Bridge to maintain pedestrian access throughout. The impact is therefore considered to be negligible.

15B.6.8 Pedestrian severance is unlikely to be affected on other parts of the road network. The overall temporary impact on severance is considered to be negligible.

#### *Accessibility*

15B.6.9 There are three road closures which would impact on vehicular accessibility during the construction period:

- The junction of Crowhurst Road west with Queensway;
- Woodsgate Park Bridge; and,
- Ninfield Road Bridge.

15B.6.10 The junction of the rural part of Crowhurst Road with Queensway is planned to be closed at the outset of the construction period, when the main compound is established and would remain closed until autumn 2009. It is expected that the closure would be manned for 24 hours seven days of the week and access would be permitted for residents between Queensway junction and a point south of Crowhurst village. This would include access for residents of Swainham Lane and Breadsell Lane.

15B.6.11 The closure of this route would impact on accessibility to facilities, services and employment in Hastings for residents from the rural areas to the west, including Crowhurst and neighbouring villages and hamlets. The closure proposal is not fully agreed as yet, and a diversion strategy would need to be developed for residents and emergency services.

15B.6.12 The journey distance from Crowhurst village to the Crowhurst Road/Queensway junction would increase by some 4.5km. Journey distances to Hastings town centre would increase by some 4km. For residents in the other adjacent rural areas, the impact would be similar or less.

15B.6.13 This impact of the closure on AM peak journey times from Crowhurst village to Hastings town centre, to Queensway and to the Conquest Hospital on The Ridge has been tested through the SATURN traffic model. The results are shown in Table 15B.12. The overall accessibility impact is considered to be moderate adverse.

**Table 15B.12 Change in Journey Time during Construction from Crowhurst to Hastings**

Route	AM Peak journey time (minutes)		% change in journey time	Assessment
	Via Queensway Junction	Closure at Queensway Junction		
Crowhurst village to Hastings town centre	17	21	23%	Slight Adverse
Crowhurst Village to Queensway (Napier Road)	6	10	73%	Large Adverse
Crowhurst Village to Conquest Hospital	10	11	12%	Slight Adverse

Notes:

*Journey times from SATURN traffic model 2010 AM peak and are rounded to nearest minute*

15B.6.14 The closure of Woodsgate Park bridge for the bridge replacement works between autumn 2008 and spring 2009 would require vehicular movements to be diverted via Ninfield Road Bridge as the nearest alternative route. This is an increase in journey distance of some 1.5km. The closure could result in an increase in journey time by around two minutes and could have a slight impact. The accessibility impact is therefore considered to be slight adverse.

15B.6.15 The replacement of Ninfield Road Bridge over the 12 month period from spring 2009 to spring 2010 would take place once Woodsgate Park Bridge is re-opened. The traffic management strategy has not been finalised and there are two options. One is to maintain a single lane flow with traffic signal working. The second would be to establish a traffic diversion system.

15B.6.16 A number of complete closures would be required and this is expected to be during the weekend. With a full closure, journey distances would increase by 1.5km with diversion to Woodsgate Park Bridge. The impact is considered to be slight adverse.

15B.6.17 Accessibility elsewhere on the local road network is not expected to be significantly affected. The overall impact on accessibility during the construction period is considered to be moderate adverse.

#### *Overall Construction Impacts on the Community*

15B.6.18 The overall construction impacts of the Scheme on the community are set out in Table 15B.13 and have been drawn from the relevant Chapters of the ES. The impacts considered relevant to the community in addition to those assessed in this Chapter are potential impacts of noise, air quality and landscape/ townscape and visual amenity.

15B.6.19 The individual assessments have been made by the individual specialists who have carried out the assessments for each topic area. The overall impact on each area of the community has been assessed generally as the greatest beneficial or adverse score where there are two or more or categories which have been assessed with the same score.

15B.6.20 Where there is a mix of beneficial and adverse scores for a community, these have been assessed by balancing out the relative values of the positive and negative effects.

15B.6.21 There would be a slight to moderate adverse impact during construction on those communities adjacent to the Scheme arising primarily from noise, visual impacts and impacts on temporary accessibility. Other areas are expected to have slight, negligible or no impacts.

15B.6.22 The overall social and community effects of the Scheme during construction are therefore assessed as slight to moderate adverse.

**Table 15B.13 Construction Impacts of the Scheme on the Community**

Area	Social and Community Impacts		Environmental Impacts on Well Being of the Community				Overall Impact on the Community
	Severance	Accessibility	Noise	Air Quality and Climate	Landscape/Townscape and Visual Amenity		
<b>Hastings</b>							
North St Leonards	No Effect	Negligible	Noise from construction work at junctions, and from construction traffic on Queensway & The Ridge. Slight Adverse.	Some potential construction impacts but of limited duration and extent, reducing impact on communities. Negligible impact.	Limited duration of traffic on Queensway. Slight Adverse.	Slight Adverse	
South St Leonards			Negligible impact	Some potential construction impacts but of limited duration and extent, reducing impact on communities. Negligible impact.	Negligible Impact.	Negligible	
Central			No effect.	No construction activity or secondary impacts in the area.	No Effect	No Effect	
East Hastings			No effect.	No construction activity or secondary impacts in the area.	No Effect	No Effect	
<b>Bexhill</b>							
North Bexhill	Negligible	Temporary Closure of Ninfield Road Bridge and Woodsgate Park bridge. Slight to Moderate Adverse.	Construction delivery traffic may have an impact on some areas. Slight Adverse	Extensive construction activities, but reduced exposure of communities. Negligible Impact.	Moderate-major impact in the rural area. Slight adverse impact in the urban area from site clearance, demolition and rebuilding or bridges.	Slight to Moderate Adverse	
Central Bexhill	Negligible	Temporary Closure of Ninfield Road Bridge and Woodsgate Park bridge. Slight to Moderate Adverse.	Construction delivery traffic may have an impact on some areas. Slight Adverse.	Some potential construction impacts but of limited duration and extent, reducing impact on communities. Negligible Impact.	Impact from site clearance, demolition of properties and road construction. Slight Adverse.	Slight Adverse	

Area	Social and Community Impacts		Environmental Impacts on Well Being of the Community				Overall Impact on the Community
	Severance	Accessibility	Noise	Air Quality and Climate	Landscaper/Townscape and Visual Amenity		
<b>West Bexhill</b>	No Effect	Negligible	Negligible impact	No construction activity or secondary impacts in the area.	Negligible impact.	Negligible	
<b>East Bexhill</b>	Negligible	Temporary Closure of Ninfield Road Bridge and Woodsgate Park bridge. Slight to Moderate Adverse.	Construction delivery traffic may have an impact on some areas. Slight Adverse	Some potential construction impacts; limited duration and extent, reducing impact on communities. Negligible Impact.	Negligible impact.	Slight Adverse	
<b>Rural Areas</b>							
<b>Battle</b>	No Effect	Negligible	Remote- No effect.	No construction activity or secondary impacts in the area.	No Effect.	No Effect	
<b>Crowhurst</b>	No Effect	Proposed closure of Crowhurst Road junction with Queensway during construction. Moderate adverse.	Construction activity in quiet area. Slight Adverse.	Extensive construction activities; but reduced exposure of communities. Negligible impact.	Slight Adverse.	Slight to Moderate Adverse	
<b>Ninfield</b>	No Effect	Negligible	Remote - No effect.	No construction activity or secondary impacts in the area.	No Effect.	No Effect	

Notes:  
 NOISE: Construction delivery traffic may have an effect in any area through which it passes but this is likely to be negligible on any existing road where there are high volumes of traffic and/or percentage of HGVs.

## **15B.7 Operational Impacts**

### *Severance*

15B.7.1 Figure 15B.7 shows the percentage change in traffic flows in the forecast Scheme opening year 2010 compared with the flows forecast without the Scheme. The percentage change is shown within the ranges specified for the significance criteria given in Table 15B.1. The significance of these changes on severance is discussed in Table 15B.14 for those areas which are forecast to experience an increase in severance and in Table 15B.15 for those areas forecast to experience a relief in severance.

15B.7.2 Some of the approaches to the new Belle Hill/London Road junction with the Scheme would experience increases in traffic and other approaches reduction in traffic. Consideration of severance at this junction has therefore been based on the proposed junction layout and pedestrian crossing provision. The current junction has pedestrian crossing facilities across the A259 and refuges on the London Road arms. There is no dedicated pedestrian phase in the signal sequence and pedestrians 'walk with traffic'.

15B.7.3 In the future, the junction would be slightly larger, but the length of pedestrian walk journeys around the junction would not materially change. In addition, an all red traffic phase has been included in the junction design to allow for pedestrians to cross all arms without traffic. The change in conditions is considered to be slight relief.

15B.7.4 In the future students to and from Bexhill High School accessing London Road would do so via a new underpass which would replace the current at grade zebra crossing at Chapel Path. The impact is assessed as a slight increase in severance.

15B.7.5 Bancroft Road Path would also be closed and pedestrians would need to go via another route to access London Road, either at Woodsgate Park Road Bridge or down to the underpass and this could entail an additional walk distance of up to 200m which is not considered materially significant.

**Table 15B.14 Increase in Severance**

Location	Assessment	Significance
<b>Bexhill</b>		
A269 London Road (Chapel Path underpass)	Slight Increase	In the future students to and from Bexhill High School accessing London Road would do so via a new underpass which would replace the current at grade zebra crossing at Chapel Path. The impact is assessed as slight adverse.
A259 Little Common Road/ Barnhorn Road	Slight Increase	There is a local shopping area at Little Common roundabout and the increased traffic could cause disbenefit to pedestrians locally. There is pedestrian activity across Little Common Road around the Bexhill Down area with students from the secondary schools crossing the road. A slight increase of severance would have material significance to pedestrians in this area.
Sutherland Avenue, Collington Avenue, Terminus Road, Buckhurst Road	Moderate Increase	High pedestrian activity around shops. Students walking to and from the secondary schools north of the A259, perhaps to and from the railway station. Students and parents walk to and from the primary school on Buckhurst Road. A moderate increase of severance would have material significance to pedestrians in this area.
Beeching Road, London Road South	Slight Increase	Local shops and employment areas with some pedestrian activity. A slight increase of severance would have material significance to pedestrians in this area.
St Mary's Lane/ Eilerslie Lane	Moderate Increase	Residential area. Increase in traffic would affect local residents crossing the road. It is understood that ESCC would consider traffic management measures as necessary to deter traffic rat-running through the local area. A moderate increase is unlikely to have a material significance on pedestrian severance.
<b>Hastings</b>		
Queensway North	Moderate Increase	Queensway does not generally have frontage development and there is very little pedestrian activity. A moderate increase of severance is unlikely to have a material significance on pedestrian severance.

<b>Location</b>	<b>Assessment</b>	<b>Significance</b>
Napier Road	Slight Increase	This is largely an industrial area and pedestrian activity is low. A slight increase is unlikely to have a material significance on pedestrian severance.
Baldslow junction/ The Ridge	Slight Increase	There are some local facilities on Harrow Lane and at Baldslow junction with some pedestrian activity. The Ridge has some frontage development. There is a traffic signal crossing at the roundabout by St Helens School and Conquest Hospital. There is a zebra crossing outside St Helens Upper School further east along The Ridge. A slight increase would have a material significance on pedestrian severance.
Chown's Hill	Moderate Increase	This is a narrow lane with some residential properties. It is understood that ESCC would consider traffic management measures as necessary to deter traffic rat-running through the local area. A moderate increase is unlikely to have a material significance on pedestrian severance.
Gilman's Hill/ Hollington Park Road	Moderate Increase	Residential area, primarily without frontage access. The Grove Secondary School is located off Wishing Tree Lane just west of Gilsman's Hill roundabout. The Barton School is located east of Gilsman's Hill. However, the local roads immediately adjacent to the schools would have a decrease in traffic or would not have a significant change in traffic. A moderate increase is unlikely to have a material significance on pedestrian severance.

**Table 15B.15 Relief of Severance**

<b>Location</b>	<b>Assessment</b>	<b>Significance</b>
<b>Bexhill</b>		
A269 London Road north and A2036 Wrestwood Road	Slight Relief	Relief of severance on London Road would benefit local residents and students from Bexhill High School crossing the road to bus stops and walking home or to meet school pick up etc. Relief of severance could benefit pedestrians crossing Wrestwood Road to access the local schools including St Mary's School and St Mary Magdalen's RC Primary School. A slight relief of severance would have material significance to pedestrians in this area.

Location	Assessment	Significance
A259 Belle Hill/ A269 London Road junction with Scheme	Slight Relief	In the future, the junction would be slightly larger, but the length of pedestrian walk journeys around the junction would not materially change. In addition, an all red traffic phase has been included in the junction design to allow for pedestrians to cross all arms without traffic. The change in conditions is considered to be slight relief
Magdalen Road / Dorset Road	Slight Relief	Some pedestrian activity to and from town centre and railway station to residential areas. Students to and from St Richards walk along Magdalen Road to get to and from the railway station. A slight relief of severance would have material significance to pedestrians in this area.
Pebsham Lane, Long Avenue, Martyn's Way, Lewis Avenue	Moderate Relief	Pedestrian activity is unlikely to be high as the area, although the residential area has some local amenities. A moderate relief is unlikely to have a material significance on pedestrian severance.
A259 Belle Hill/ King Offa Way	Large Relief	There is no frontage activity and crossings are grade separated, except a junction with London Road and therefore assessment is not significant to pedestrian severance.
A259 De La Warr Road	Moderate Relief	Mixed used area - residential and retail. The A259 through Bexhill is busy during peak periods, particularly De La Warr Road in Bexhill. King Offa Primary School, Chantry Community Primary School and Pebsham Community Primary School are all located close to this road and children walking to and from these schools within this area encounter heavy traffic. There are a number of zebra and pelican crossings that can be used, and severance identified as an issue. A moderate relief of severance would have a material significance to pedestrians in this area.
<b>Hastings</b>		
A259 Old London Road and Hastings Old town Area	Slight Relief	There is considerable pedestrian activity between the Old Town, East Cliff and Rock-A-Nore tourist and amusement areas. A slight relief of severance would have material significance to pedestrians in this area. Relief of severance could also contribute to aims to enhance the seafront stretch of Hastings.

Location	Assessment	Significance
A259 Grosvenor Crescent and Grand Parade	Slight Relief	Although the main pedestrian activity would be further east along the A259 along White Rock Road and towards the town centre, this stretch of the A259 can have high pedestrian activity. A slight relief of severance would have material significance to pedestrians in this area. Relief of severance could also contribute to aims to enhance the seafront stretch of Hastings.
Filsham Road and St Vincents Road area	Moderate Relief	Largely residential area. Benefits to local residents with reduction in traffic. Hastings College of Arts and Technology campus on St Saviours Road is likely to generate pedestrian activity locally particularly to and from West St Leonards station and to and from bus stops on Filsham Road. A moderate relief of severance would have material significance to pedestrians in this area.
Fernside Avenue/ Gresham Way/ Branksome Road	Slight-moderate Relief	Largely residential area. A moderate relief is unlikely to have a material significance to pedestrians in this area.
B2092 Harley Shute Road	Moderate Relief	Largely residential areas. Benefits to local residents with reduction in traffic. There are also a number of schools along the Harley Shute Road or with access off Harley Shute Road, including West St Leonards Primary School, Saxon Mount School and Filsham Valley School. There is considerable activity with students walking along Harley Shute Road to and from school. There is a zebra crossing outside St Leonards primary school although a number of children could be dropped off and collected within the school's car park. There is a pelican crossing near the Filsham Valley School. A moderate relief of severance would have material significance to pedestrians in this area.
A259 Bexhill Road and Glyne Gap	Moderate Relief	Relief to residents of West St Leonards and Bulverhythe to local shops. Some pedestrian activity accessing leisure and recreational areas. Children living in Bulverhythe and walking to their local primary school, which would be West St Leonards Community Primary School on Harley Shute Road, need to negotiate the heavy traffic along the A259. There is a pelican crossing although there is no formal crossing supervision provided during school times. A moderate relief of severance would therefore have a material significance to pedestrians in this area.

Location	Assessment	Significance
B2092 Crowhurst Road west of Wishing Tree roundabout	Slight Relief	The Grove School has expressed a concern for the safety of pupils accessing the school from the Robsack and the Mayfield Estates via Crowhurst Road near the Wishing Tree Reservoir. Pupils cross the road where traffic is generally fast and there is currently no crossing facility in this location. Officers of The Greater Hollington Partnership expressed concern that children from Churchwood Primary School cross Crowhurst Road near the Wishing Tree Reservoir, where there is no pedestrian crossing facility, to reach a track which takes them to The Grove School. Although traffic speed and lack of formal crossing facility are considered to be issues contributing to severance at Crowhurst road, a slight relief of severance through reduction in traffic would have a material significance to pedestrians across Crowhurst Road.
<b>Rural</b>		
Battle	Slight Relief	Relief of traffic through A2100 Battle High Street and Trade Road. The High Street is the town's prime tourist and shopping area. Residents walk to the High Street from Trade Road. A slight relief of severance would have material significance to pedestrians in this area and contribute to the Local Area Transport Strategy to reduce traffic dominating the town centre and improve the pedestrian environment in the high Street.
B2095 Hooe Road, B2204, Church Road, Henley's Down, Crowhurst Road	Moderate Relief	Relief of traffic through villages including Catsfield, Ninfield, Hooe and Crowhurst and hamlets including Henley's Down. Benefit to local pedestrian activity within these villages accessing local shops and post offices, primary school (Crowhurst) etc. A moderate relief of severance would have material significance to pedestrians in this area.

15B.7.6 Overall, the impact of the Scheme on community severance is considered to be moderate beneficial.

*Accessibility*

15B.7.7 The assessment of changes in accessibility has been based on the outputs of the accessibility modelling by ward which was developed by PACEC/Campbell Reith under commission to ESCC as part of the development of the Regeneration Impact assessment. Table 15B.16 sets out the output from PACEC/Campbell Reith's accessibility model which is reported in the Regeneration Statement. The Table shows the change in journey times

from all wards in Hastings and Bexhill to the main employment areas. The wards in Hastings and Bexhill are shown in Figure 15B.1.

**Table 15B.16 Change in Car Journey Times with Scheme (%)**

District	Wards	Times AM Peak (mins)					
		Bexhill Central	Sidley	Ashdown	Castle	Conquest	Hollington
<b>More Deprived Wards</b>							
Bexhill	Sidley	-25%	-	-53%	-34%	-32%	-51%
Hastings	Baird	-19%	-35%	22%	0%	2%	-2%
Hastings	Braybrooke	-21%	-37%	3%	0%	-1%	1%
Hastings	Castle	-23%	-34%	3%	-	-8%	1%
Hastings	Central St Leonards	-27%	-37%	3%	0%	-1%	1%
Hastings	Gensing	-25%	-38%	4%	0%	-1%	1%
Hastings	Hollington	-34%	-50%	2%	1%	-3%	-
Hastings	Maze Hill	-30%	-33%	1%	2%	-1%	0%
Hastings	Old Hastings	-21%	-20%	1%	0%	-6%	0%
Hastings	Ore	-24%	-37%	12%	-4%	-3%	-2%
Hastings	Tressell	-20%	-28%	-1%	0%	-6%	-2%
Hastings	Wishing Tree	-32%	-44%	3%	1%	-3%	2%
<b>Remaining Wards</b>							
Bexhill	Central	-	-25%	-36%	-22%	-28%	-34%
Bexhill	Collington	0%	-13%	-39%	-20%	-25%	-29%
Bexhill	Kewhurst	58%	-16%	-39%	-17%	-32%	-37%
Bexhill	Old Town	12%	-7%	-53%	-18%	-36%	-40%
Bexhill	Sackville	1%	-16%	-37%	-23%	-30%	-30%
Bexhill	St Marks						
Bexhill	St Michaels	15%	-1%	-40%	-24%	-32%	-32%
Bexhill	St Stephens	53%	-21%	-57%	-15%	-43%	-36%
Hastings	Ashdown	-36%	-53%	-	3%	36%	2%
Hastings	Conquest	-28%	-32%	36%	-8%	-	-3%
Hastings	Silverhill	-24%	-42%	6%	-1%	-1%	2%
Hastings	St Helens	-21%	-35%	24%	-2%	2%	-1%
Hastings	West St Leonards	-39%	-31%	-26%	-27%	-21%	-29%

Notes:

Negative value indicates a faster journey time; a positive value indicates that a journey time would increase with the Scheme.

Source:

SATURN Model, Mott MacDonald, output given in table produced by Campbell Reith/ PACEC.

15B.7.8 Sidley, a deprived ward in Bexhill, would experience moderate benefits in access to the main employment areas in Hastings, including the town centre (Castle). The more deprived wards in Hastings would in the main experience moderate benefits in access to the proposed North East Bexhill Business Park, although the eastern areas of Hastings (Baird and Ore) would experience a slight disbenefit in access to the north-west area of Hastings (Ashdown). The remaining areas of Hastings and Bexhill would generally experience a slight to moderate benefit in access to the main employment areas, the exception being Conquest and St Helens which lie on The Ridge just south-east of Ashdown. These wards would experience a slight to

moderate disbenefit, although their journey distances are less great than for other areas in Hastings and Bexhill. Similarly Kewhurst and St Stephens which are on the west side of Bexhill in the little Common area, would experience moderate disbenefit in access to Bexhill central which is adjacent to these wards.

15B.7.9 Change in access to the Conquest Hospital is moderate beneficial for Sidley, but otherwise there would be no significant change in access for the deprived wards in Hastings. The impact to access to the Hospital from Bexhill is slight to moderate beneficial. Access to Hastings Town Centre from Bexhill would be improved and is assessed at slight to moderate beneficial.

15B.7.10 Access between Hastings and Bexhill along the A259 would be improved. The journey time changes from West St Leonards to Bexhill Central and Sidley improve by 39% and 31% respectively. With over a 30% improvement in journey times between the two towns, opportunities exist to benefit emergency services response times and possible improvements to productivity as a result of reduced delays from traffic congestion. Opportunities exist to benefit bus accessibility between the two towns and accessibility for community transport service providers between Bexhill and Conquest who could use either the existing A259 or travel along the Scheme.

15B.7.11 The Regeneration Statement reports that the Scheme would provide significant relief to the congested A259 corridor between the two towns, particularly during peak periods, and would reduce journey times for general traffic between Bexhill and northern wards of Hastings by five minutes. The improvements in traffic conditions on the A259 at Glyne Gap, which is currently recognised as a bottleneck between the towns would offer opportunities for improved bus journey times on the A259 and improved bus reliability. The reductions in journey time give rise to increased opportunities and choice for residents (especially those from the more deprived wards) to travel to places of work, and for local businesses to make use of a larger pool of accessible labour and markets.

15B.7.12 ESCC intend to require provision of bus services from north-east Bexhill as part of planning gain although details of routes are not confirmed. Access from Bexhill (including potential residents of north-east Bexhill) to the employment sites in the Churchfields/ Castleham Industrial Area, and between the more deprived Hollington ward in north-west Hastings to north and central Bexhill could potentially be improved if there were a new transport option to travel by bus. This would also provide a viable alternative to the 'car culture', and a valuable transport link for low-income families who are not able to maintain a car.

15B.7.13 Regional accessibility to Bexhill and Hastings along the South Coast Corridor would be improved with the Scheme. Journey times between Hastings and other towns to the west, such as Eastbourne, Lewes, the fast-growing city of Brighton and Hove, and the Southampton-Portsmouth conurbation, would be reduced by between five and ten minutes.

15B.7.14 Critically, the Scheme would open up the new strategic employment and housing land in north-east Bexhill and allow some early smaller land

releases for new employment premises and redevelopment of existing employment land in the town centres. The Scheme therefore provides access in three ways: that of providing the sole means of access into the new strategic employment and housing land at north-east Bexhill; by increasing the accessibility of new and existing employment sites for local communities including those from the more deprived wards and; by increasing the access to new markets and workforce for business.

15B.7.15 Overall the assessment of the effect of the Scheme on accessibility is considered to be moderate beneficial.

*Direct Impacts on Private Property*

15B.7.16 A number of properties would be affected in Bexhill to facilitate development of the Scheme and its proposed new junctions with A259 Belle Hill and A269 London Road. ESCC supplied details in December 2006 as scheduled in Table 15B.17 below and shown in Figure 15B.8. A number of farms would also be affected and impacts on these properties and farm viability are examined in Chapter 7: Agriculture and Forestry. Two private recreational areas would also be affected and this is discussed in Chapter 15A: Effects on Pedestrians, Cyclists and Recreational Users.

**Table 15B.17 Schedule of Landowners and Directly Affected Residential and Commercial Properties**

Address	Owner	Impact
<b>Bexhill</b>		
Rother District Council, Depot	Rother District Council	Would be required for Scheme. There is a need for a replacement and ESCC are seeking to identify another site to serve as a replacement.
Bexhill High School	East Sussex County Council,	Loss of nursery and one classroom. It is understood that there are to be a part of the school redevelopment on the School's Gunters Lane site.
159 London Road	Private individual	Required for Scheme.
157 London Road	Rother Homes Ltd.	Required for Scheme. The property is currently boarded up.
155 London Road	East Sussex County Council	Required for the Scheme. The property is currently empty.
153 London Road	East Sussex County Council	Required for the Scheme. The property is currently boarded up although it is understood that it is due to be let for short term residential use.
151 London Road	East Sussex County Council	Required for the Scheme. These properties are currently let to Rother

<b>Address</b>	<b>Owner</b>	<b>Impact</b>
149 London Road	East Sussex County Council	Homes.
147 London Road	Private Individual	Required for Scheme.
145 London Road	East Sussex County Council	Required for the Scheme. These properties are currently let to Rother Homes.
143 London Road	East Sussex County Council	
141 London Road	Domaines du Chateau Ltd.	Required for Scheme.
139 London Road	Private Individual	Required for Scheme.
137 London Road	East Sussex County Council	Required for the Scheme. The property is currently let to Rother Homes.
135 London Road	East Sussex County Council	Required for Scheme. The property is currently boarded up.
133 London Road	East Sussex County Council	Required for the Scheme. These properties are currently let to Rother Homes.
131 London Road	East Sussex County Council	
129 London Road	East Sussex County Council	Required for Scheme. The property is currently boarded up.
129a London Road (GALM Ltd.)	East Sussex County Council	Required for Scheme. The property is currently boarded up.
The Viking Fish Bar, 127 London Road,	Private Individual	Required for Scheme.
Land forming part of 217 London Road	Private Individual	Required for Scheme. The land is adjacent to Woodsgate Park Bridge.
Land rear of Bankside Court, Bancroft Road	Rother DC	
Depot London Road and part of garden of 165 London Road	Montague Developments Ltd. And Prowting Homes Ltd.	The depot would be required for the Scheme, although the north end and the garden of 165 may not be required.
Part of dismantled Sidley Station and goods yard	Rother DC	Required for Scheme. There are a number of businesses operating on short term leases within Sidley Goods yard. If Rother DC does not terminate the leases of any remaining businesses by the time that ESCC wishes to acquire, or take possession of, the site, those businesses will need to relocate if they are not to simply cease trading.

<b>Address</b>	<b>Owner</b>	<b>Impact</b>
Former railway bridge and trackbed under	Railtrack Property	Required for Scheme.
Former trackbed north of bridge	Rother DC	
Land forming part of disused allotment rear of London Road	Private individual	Required for Scheme.
<b>Rural</b>		
East Sussex Fire and Rescue	Hastings Borough Council	Required for construction compound for Scheme. It is unlikely that sufficient space would remain for the continuation of the current activity on the site after construction, particularly as the primary purpose of the area to the north is to provide a wildlife buffer to the SSSI to the north and some replacement habitat if required on the area to the south of the road.

15B.7.17 Mitigations for a number of the properties have not been fully identified. A number of the residential properties are owned by ESCC and are either empty or on short let. The overall assessment for impacts on private property is considered to be moderate adverse.

*Effects on Development Land*

15B.7.18 A review of planning permissions within the Area of Search has been undertaken by ESCC. This review assessed planning permissions for development (excluding householder applications) which have not been implemented as of January 2007, and the potential of the Scheme to prejudice their implementation. Of those reviewed two permissions were identified; the conversion of a barn into dwelling and conversion of a redundant sheep shed to garage, both at Adams Farm. The owners of the farm have served a blight notice to ESCC who have accepted it. Negotiations have taken place and the matter is due to be considered by a Lands Tribunal.

15B.7.19 The effect on development allocations in the Rother District and Hastings Local Plans has also been assessed by ESCC. An assessment of the Scheme's performance in terms of planning policy requirements is set out in Chapter 5: Policy and Planning. This assessment included how the Scheme both met general policy requirements and its contribution to the development strategy for the area, as set out in regional, strategic and local planning documents.

15B.7.20 The Scheme's compatibility with the development strategy of the Rother District Local Plan (RDLP) is emphasised in Chapter 5. The development strategy of Rother District is predicated on the delivery of the

Scheme and the delivery of strategic development allocations. Without it the North East Bexhill Development, the centre piece of Rother's development strategy could not be realised. A failure of the Local Plan would in all likelihood lead to an ad hoc reactive approach to planning in the District. Given that the RDLP has been developed around the concept of a link road between Hastings and Bexhill, it is apparent that the implementation of the Scheme would not prejudice other development allocations in the Plan.

15B.7.21 The Hastings Local Plan's dependency upon the Scheme is not as well defined as is the case in Rother. The Scheme would not lead to the release of strategic development allocations. Nonetheless, the Scheme assists in creating the circumstances conducive to economic regeneration of the area, and in doing so may serve to realise development allocations earlier than may be the case with out it. This case is established in the Regeneration Statement accompanying the application.

15B.7.22 The Regeneration Statement includes a review by SeaSpace of development sites within the vicinity of the proposed junction of the Scheme with the B2092 Queensway in the Hastings Local Plan. The review leads to the conclusion that Scheme would not prevent the release of (either in whole or part) or impinge upon allocated sites in that part of Hastings. However, the Regeneration Statement concludes that some major projects would have a significantly slower take up without the Scheme and some projects may be delayed with employment generation taking place post 2025. This includes a significant delay in take up of several projects in Hastings, including the Queensway sites, the Gap Site and Priory Quarter and a significant delay of the Pelham Place project to post 2025.

15B.7.23 The Traffic and Transport Report sets out the forecast housing developments that have been agreed with ESCC and include some 500 dwellings in West St Leonards that would be dependent on the Scheme.

15B.7.24 The proposed Pebsham Countryside Park is a joint project between Hastings Borough Council, ESCC, and Rother District Council. The Countryside Park proposal is recognised by SeaSpace as integral to the regeneration plans for Hastings and Bexhill. The aim is to develop and enhance the green space area between Hastings, Bexhill and Crowhurst, an area of approximately 600 hectares, part of which is currently managed by Sussex Wildlife Trust. The plan is for a sustainable, multi-functional area with space for leisure, relaxation, sport, ecology, and education. The proposed Park's access to the multi-activity centre would be from the A259 coast road. However, without the Scheme alleviating congestion on the A259 through Glyne Gap, the local road network would not be able to support a multi-activity centre.

15B.7.25 Whilst there would be a large adverse impact on unimplemented planning permissions for Adams Farm, the assessment is not focused on individual properties. The impact on Adams Farm is considered in Chapter 7: Agriculture and Forestry. The Scheme is considered to have a large beneficial impact on development allocations for Rother and a moderate beneficial impact on development allocations for Hastings. The Scheme is considered to have a slight beneficial impact on enabling the proposed Pebsham

Countryside Park. The Scheme is therefore considered to have an overall moderate beneficial impact to development allocations.

#### *Overall Impacts of the Scheme on the Community*

15B.7.26 Multiple permanent impacts resulting from the Scheme in terms of noise, air quality, traffic, visual amenity, social and community impacts and recreational impacts are presented in Table 15B.18 and have been drawn from the relevant Chapters of the ES. The individual assessments have been made by the individual specialists for each topic area. The overall impact on each community and neighbourhood has been assessed generally as the greatest beneficial or adverse score where there are two or more categories which have been assessed with the same score. Where there is a mix of beneficial and adverse scores for a community, these have been assessed by balancing out the relative values of the positive and negative effects. Where the adverse and positive scores are balanced, the assessment is viewed as overall neutral for the particular community or neighbourhood.

15B.7.27 The Scheme would have a moderate beneficial impact to South St Leonards in Hastings. This area includes the A259 coast road between the towns, the Harley Shute road area, Bulverhythe and the most deprived wards of central St Leonards, Gensing and Maze Hill. Key benefits arise from improved accessibility to Bexhill and the proposed North East Bexhill Development, which is the focus of future local major employment growth. With traffic reductions in the area, there would be relief to pedestrian severance. Reduction in traffic in this area is likely to lead to improvement in air quality, leading to a positive impact on the local community. There would be negligible or slight beneficial impacts to the other areas of Hastings.

15B.7.28 The Scheme would have an overall negligible impact in North Bexhill. Adverse impacts arise mainly in the local areas adjacent to the Scheme with loss of a number of private properties and commercial premises. Mitigation for a number of the properties has not been fully identified. A number of the residential properties are owned by ESCC and are either empty or on short let. Noise and air quality impacts are assessed as moderate adverse through countryside and adjacent to North Sidley. However, the Scheme would enable the North East Bexhill Development to be realised, and the Rother District Local Plan as it is predicated upon this development.

15B.7.29 Central Bexhill would have a slight adverse impact, with loss of property, adverse impacts on townscape and visual amenity and adverse noise impacts. The Scheme would have a moderate beneficial impact on East Bexhill. This arises primarily from improved accessibility to Hastings, and traffic reductions along De La Warr Road with relief of pedestrian severance and improved visual amenity and townscape, although some parts of the area could experience increased noise from the Scheme. The impact on West Bexhill is negligible.

15B.7.30 The impact in the rural areas would be slight beneficial. The relief of traffic would contribute to improvements in the pedestrian environment in Battle High Street and through the rural villages.

15B.7.31 The overall impact of the Scheme on the community is considered to be moderate beneficial.

**Table 15B.18 Operational Impacts of the Scheme on the Community**

Area	Social and Community Impacts			Environmental Impacts on Well Being of the Community			Overall Impacts on the Community
	Severance	Accessibility	Impact on Private Property and Development Land	Noise	Air Quality and Climate	Landscape/Townscape and Visual Amenity	
<b>Hastings</b>							
<b>North St Leonards</b>	<p>Increased traffic along the Ridge would give a slight increase in pedestrian severance, including pedestrians to Helenswood School, and local shops. Although traffic speed and lack of formal crossing facility are considered to be issues contributing to severance at Crowhurst Road west of Gillsman's Hill, a slight relief of severance through reduction in traffic would have a material significance to pedestrians across Crowhurst Road, particularly for students of Grove School. Overall impacts balance and impacts is therefore neutral.</p>	<p>Improved access for Hollington and Conquest residents to employment in Bexhill and North East Bexhill. Development - moderate beneficial. Moderate disbenefit of access to employment in Hollington from Conquest. Negligible change for access to other areas in Hastings. Overall impact is considered to be Slight Beneficial.</p>	<p>Take up of Queensway sites is forecast by SeaSpace to be partially enabled the Scheme. Impact of Scheme is therefore considered to be Slight Beneficial.</p>	<p>Noise from traffic increase on Queensway &amp; The Ridge. Slight Adverse.</p>	<p>Some small deterioration in air quality anticipated due to increased traffic, but limited to a small area, reducing community impact. Negligible Impact.</p>	<p>Increased traffic. Slight Adverse.</p>	<p><b>Negligible</b></p>

Area	Social and Community Impacts			Environmental Impacts on Well Being of the Community			Overall Impacts on the Community
	Severance	Accessibility	Impact on Private Property and Development Land	Noise	Air Quality and Climate	Landscape/Townscape and Visual Amenity	
<b>South St Leonards</b>	There are a number of schools in the area and reduction in traffic would give a moderate relief to pedestrian severance. Impact within St Leonards shopping area is negligible. Overall impact for area is Moderate Beneficial	Improved access from most deprived wards in South St Leonards to Bexhill and North East Bexhill Development - slight to moderate beneficial. Slight beneficial from West St Leonards to employment area north of the town. Accessibility particularly beneficial for most deprived wards. Overall impact Moderate Beneficial.	Housing development in West St Leonards is dependent on the Scheme. Moderate Beneficial.	No Effect	Reduction in traffic in this area is likely to lead to improvement in air quality, leading to a positive impact on the community. Slight Beneficial.	Reduced traffic. Slight Beneficial.	<b>Moderate Beneficial</b>
<b>Central</b>	Impact on Hastings town centre is negligible. Overall impact for this area is Negligible	Improved access to Bexhill and North East Bexhill Development particularly for most deprived wards of Castle and Braybrooke - slight to moderate beneficial. Slight disbenefit from St Helens to Ashdown. Negligible change for access to other areas in Hastings. Overall impact is Slight Beneficial.	Take up or development of Retail, leisure and employment projects in Town centre area would be partially enabled by the Scheme. Slight Beneficial.	No Effect.	No Effect.	No Effect	<b>Slight Beneficial</b>

Area	Social and Community Impacts			Environmental Impacts on Well Being of the Community			Overall Impacts on the Community
	Severance	Accessibility	Impact on Private Property and Development Land	Noise	Air Quality and Climate	Landscape/Townscape and Visual Amenity	
East Hastings	Although there would be adverse impacts to pedestrians crossing the road around Ore shopping area, there would be benefits in Hastings Old Town area on A259, a centre of tourist activity. Slight Beneficial.	Improved access to Bexhill and North East Bexhill Development. Disbenefit from Baird to Conquest along The Ridge. Negligible change for access to other areas in Hastings. Slight Benefit	Negligible	No Effect.	No Effect.	No Effect	Slight Beneficial
<b>Bexhill</b>							

Area	Social and Community Impacts			Environmental Impacts on Well Being of the Community			Overall Impacts on the Community
	Severance	Accessibility	Impact on Private Property and Development Land	Noise	Air Quality and Climate	Landscape/Townscape and Visual Amenity	
North Bexhill	Negligible impact within Sidley shopping area. Overall impact is negligible.	Improved access to employment, hospital and town centre in Hastings particularly for most deprived ward (Sidley). Moderate Beneficial.	Some of the property required for the Scheme will be in St Stephens ward. Mitigations for a number of the properties have not been fully identified. A number of the residential properties are owned by ESCC and are either empty or on short let. Overall impact is Moderate Adverse although with mitigation this could be reduced. North East Bexhill Development is entirely dependent on the Scheme and therefore impact is large beneficial for enabling development allocation. Overall impact is Moderate Beneficial.	Noise increase from traffic on new road through countryside and adjacent to North Sidley. Moderate Adverse.	Continuous area of adverse impact which could lead to negative impact on the community. Moderate Adverse.	Slight Adverse.	Negligible

Area	Social and Community Impacts			Environmental Impacts on Well Being of the Community			Overall Impacts on the Community
	Severance	Accessibility	Impact on Private Property and Development Land	Noise	Air Quality and Climate	Landscape/Townscape and Visual Amenity	
<b>Central Bexhill</b>	Slight increase in severance for students to Bexhill School with new underpass although slight beneficial from reduced traffic on London Road north. Slight increase in shopping area south of Belle Hill junction and in Bexhill Town centre and on some local roads approaching town centre. Overall impact is Slight Adverse	Improved access to employment, hospital and town centre in Hastings. Moderate Benefit.	Property required for the Scheme along London Road and at Belle Hill/London Road junction. Mitigations for a number of the properties have not been fully identified. A number of the residential properties are owned by ESCC and are either empty or on short let. Overall impact is Moderate Adverse although with mitigation this could be reduced.	Noise increase from new road and changes in traffic patterns in the local area. Slight Adverse.	Some small deterioration in air quality anticipated due to increased traffic, but limited to a small area, reducing community impact. Negligible Impact.	Moderate Adverse	Slight Adverse
<b>West Bexhill</b>	Slight increase around Little Common shopping area and on A259 Little Common Road. Overall impact is Slight Adverse.	Improved access to employment, hospital and town centre in Hastings. Slight Beneficial.	No Effect	No Effect	No Effect.	Slight Adverse	Negligible
<b>East Bexhill</b>	Moderate benefit to De La Warr Road area. Overall impact is Moderate Beneficial.	Improved access to employment, hospital and town centre in Hastings. Moderate Beneficial.	The Scheme would enable specific leisure development related to the proposed Pebsham Countryside Park project. Slight Beneficial.	Slight increase in noise from additional traffic. Slight Adverse.	Some small deterioration in air quality anticipated due to increased traffic, but limited to a small area, reducing community impact. Negligible Impact.	Moderate Beneficial	<b>Moderate Beneficial</b>

Area	Social and Community Impacts			Environmental Impacts on Well Being of the Community				Overall Impacts on the Community
	Severance	Accessibility	Impact on Private Property and Development Land	Noise	Air Quality and Climate	Landscape/Townscape and Visual Amenity		

Rural Areas								
<b>Battle</b>	Relief of traffic through A2100 Battle High Street and Trade Road. The High Street is the town's prime tourist and shopping area. Slight Beneficial.	Improved journey times. Slight Beneficial.	No Effect	Remote - No Effect.	No Effect	Slight Beneficial.	Slight Beneficial.	Slight Beneficial
<b>Crowhurst</b>	Reduction of traffic on local roads. Moderate Beneficial	Improved journey times with traffic reduction. Slight Beneficial.	ES&R compound required for extant planning permissions at Adams Farm. Moderate to large Adverse but only on these two individual properties. Overall impact therefore is considered to be Slight Adverse for area.	Slight Adverse.	Continuous area of adverse impact could lead to negative impact. However, exposure to the community is limited. Negligible Impact.	Moderate Beneficial.	Slight Beneficial	Slight Beneficial
<b>Ninfield</b>	Reduction of traffic on local roads. Moderate Beneficial	Improved journey times with traffic reduction. Slight Beneficial.	No Effect	Slight Adverse.	Continuous area of adverse impact could lead to negative impact. However, exposure to the community is limited. Negligible Impact.	Slight Beneficial.	Slight Beneficial.	Slight Beneficial

## **15B.8 Conclusions**

15B.8.1 The overall construction impacts of the Scheme on the community have been drawn from the relevant Chapters of the ES. The impacts considered relevant to the community in addition to those assessed in this Chapter are potential impacts of noise, air quality and landscape/ townscape and visual amenity. There would be a slight to moderate adverse impact during construction on those communities adjacent to the Scheme arising primarily from noise, visual impacts and impacts on temporary accessibility. Other areas are expected to have only slight, negligible or no impacts. The overall social and community effects of the Scheme during construction are therefore assessed as slight to moderate adverse.

15B.8.2 Multiple permanent impacts resulting from the Scheme in terms of noise, air quality, traffic, visual amenity, social and community impacts and recreational impacts have been drawn from the relevant Chapters of the ES. The Scheme would have in general a slight or moderate beneficial impact to areas in Hastings. The Scheme would have a moderate beneficial impact to South St Leonards. This area includes the A259 coast road between the towns, the Harley Shute road area, Bulverhythe and the most deprived wards of central St Leonards, Gensing and Maze Hill. Key benefits arise from improved accessibility to Bexhill and the proposed North East Bexhill Development, which is the focus of future local major employment growth.

15B.8.3 The Scheme would have a slight adverse impact in Central Bexhill with loss of property, adverse impacts on townscape and visual amenity and adverse noise impacts. In North Bexhill, there would be adverse impacts arise mainly in the local areas adjacent to the Scheme with loss of a number of private properties and commercial premises, noise and air quality impacts. However, the Scheme would enable the development allocation of North East Bexhill to be realised, and the Rother District Local Plan is predicated upon this development. The overall impacts are considered to be negligible.

15B.8.4 The Scheme would have a moderate beneficial impact on East Bexhill. This arises primarily from improved accessibility to Hastings, and traffic reductions along De La Warr Road with relief of pedestrian severance and improved visual amenity and townscape, although some parts of the area could experience increased noise from the Scheme. The impact on West Bexhill is negligible.

15B.8.5 The impact in the rural areas would be slight beneficial. The relief of traffic would contribute to improvements in the pedestrian environment in Battle High Street and through the rural villages.

15B.8.6 The overall impact of the Scheme on the community is considered to be moderate beneficial.